



Carbon County Trails Plan

APPENDIX TO THE CARBON COUNTY COMPREHENSIVE PLAN

Prepared by: Barb Keleher
Date: Fall 1995
For: Carbon County Future

This Trails Plan is dedicated in memory of Ron Cooper. Ron's hard work and enthusiasm has fostered community-wide pride within Carbon County.

ACKNOWLEDGEMENTS

Carbon County Future obtained the funding to write this Trail Plan from the USDA Forest Service (State & Private, Action Plan-Action stem). The grant was provided to fund this Trails Plan which will assist in community and economic development.

The Carbon County Trails Committee was formed in December 1994 to work on project identification and development for trails within the area. This Committee is comprised of area residents/public land professionals who have shown an interest in trail use within Carbon County. The use of existing knowledge of these area trail users has been most important in completing this plan.

Representatives from the Bureau of Land Management, Carbon County, the Division of Wildlife Resources and the Forest Service have been extremely helpful throughout the entire planning process.

CARBON COUNTY TRAILS COMMITTEE (1995)

	ORGANIZATION NAME
Bill Bates	Division of Wildlife Resources
Danny Bittick	Carbon County Resident/Events Organizer
Bill Broadbear	US Forest Service, Price Ranger District
Steve Christensen	Carbon County Recreation
Kevin Christopherson	Division of Wildlife Resources
Ron Cooper	Helper Parkway
Dennis Dooley	Carbon County
Charles Jankiewicz	US Forest Service
Jaynee Levy	Bureau of Land Management
Rich McCormick	College of Eastern Utah
Randy Russell	Carbon County Future
Dennis Willis	Bureau of Land Management

OTHER RESIDENTS INTERESTED IN TRAIL DEVELOPMENT

	ORGANIZATION NAME
James Beason	Resident/Trail User
Nancy Bentley	Active Re-Entry
Louie Craven	Driftbusters (local snowmobile club)
Neil Frandseri	Driftbusters (local snowmobile club)
Terry Gibbs	Active Re-Entry
Dave Levanger	Carbon County Planner
Dave Lowry	Resident/Trail User
Pete Palacios	Wholesale Shooter Supply
John Pappas	Resident/Trail User
Alan Peterson	Resident/Trail User
Mackae Potter	Great Outdoors Store
Ron Prettyman	Horse Outfitter/Guide
Jay Sillitoe	Helper Resident/Trail User
Paul Valcarce	Rural Community Development
Joe Ward	Resident/Trail User

PURPOSE OF THIS TRAIL PLAN

The purpose of the Carbon County Trails Plan is to identify key trail corridors within Carbon County available for public recreation use. This includes recreation opportunities for residents and visitors. Implementation of this plan will assist with community and economic development for the area.

The Trails Plan can be used as a guideline to write grants for funding trail designation and development. Specific trails/corridors are identified along with the order they should be developed. The intention of this Plan was not to exclude any possible trails. If any possible trail was overlooked it should still be given serious consideration for designation by Carbon County.

This plan contains valuable ideas and input from residents of Carbon County. The users have identified needs and issues they would like to see addressed by the County whenever a trail system is designated. The plan is initially being written for local users, those being residents of the area. Needs of users in our area are quite similar to the needs of people from the Wasatch Front and Utah as a whole (SCORP). This being the case, by responding to needs and issues of residents we should be creating a trail system which will not only be highly desirable to our local communities, but to everyone in Utah as well.

The County and surrounding vicinity offer a wide variety of existing and potential trail experiences encompassing a wide variety of use types throughout different seasons. Current users tend to be local residents who have developed knowledge of suitable trails by self exploration and word of mouth. To date, promotional and guide materials have been limited.

Many rural communities are currently seeking ways to enhance community development and quality of life with the expansion of local outdoor recreation activities. Carbon County has a great deal of public land which lends itself to a multitude of trail and outdoor recreation possibilities. Trails, in many instances, are opportunities for learning about both history and the environment. As we have both intriguing historic and significant environmental assets within the County, we should look at trails in light of our ability to promote both.

It is anticipated there will be three types of recreationists on this trail system:

1. The Carbon County Resident.
2. A tourist on a brief stopover on the way to/from another destination.
3. A tourist using the Carbon County Trail System and public land as a destination.

The Carbon County Trails Plan looks at resources, current outdoor recreation activities, perceived issues and needed development. The Trails Plan can be used as a tool for obtaining funding for trail development. By establishing trail corridors Carbon County can further enhance community development and quality of life for ca1 residents. With proper trail development and marketing efforts, use can lead to opportunities for economic development.

Information and linkage issues within Carbon County are now proving to be critical to future trails development. Each corridor may pass through a variety of different land ownership patterns and land use types. The need for joint planning is critical for linking trail segments. Public land agencies and private property owners must be willing to work together to form partnerships to effectively deal with use issues.

Quite a few trails in this plan are "out of county" links to the Carbon County Trails Plan. These trails are important to the county for users are interested in long distance travel. Carbon County could be used as the base camp for:

Refueling, eating at restaurants, renting motel rooms or campsites and obtaining additional supplies.

PLANNING PROCESS

Comprehensive trail planning is the development of a “system” of trails, not an individual trail. To be cost effective, it has been suggested that criteria within the planning process encourage the support and extension of what is already in place.

For new construction in our type of terrain a conservative estimate for dirt, single track is \$3,000 per mile. Note: Bridges, surface hardening, easement purchases and other special issues would add to that cost.

The following principles must be kept in mind when developing a plan:

- Existing Condition
- Potential Use
- Interconnectedness
- Destinations
- Safety

MAIN OBJECTIVES OF THE CARBON COUNTY TRAILS PLAN

Identify Developed Corridors
Introduce Proposed Corridors
Present an Implementation Plan
List Possible Funding Sources

Trail corridors in this plan were identified by applying the following strategic issues oriented planning process:

- Inventory
- Public Participation
- Current Resources Available
- Analysis of Logical Trail Corridors
- Implementation Strategies

1. CURRENT INVENTORY AND STATE OF AFFAIRS IN TRAIL DEVELOPMENT AND USAGE

To begin this assessment, we must define the following terms:

TRAIL – For the purposes of this plan a trail has been defined as a designated route. A path, a narrow corridor of open space. Trails can be categorized by use designation and the standards by which they are constructed.

TRAIL SYSTEM – A coherent system, it's understandable, marked/signed and mapped.

TRAIL CORRIDOR – A long passageway through which the trail passes. Corridors are not specific paths or even necessarily existing roads. There is some flexibility in trail location within corridors depending on circumstances.

What specific attributes should a corridor possess?

A corridor should link different communities in Carbon County with each other, with public land &/or with scenic and historic assets. This plan does not focus on intra-community trails to schools, parks, city bike lanes, etc.

Why do we want to identify corridors?

Here are a few reasons:

- Corridors should be identified to give people suggestions which trails are better for their particular activity and desired experience.
- If corridors were identified with maps and signs people may be more apt to use them.
- Corridor identification can assist in resource management. Managers can recommend areas where the least impact would occur.
- With corridor identification there could be less chance for people getting lost or needing special services. E.g.: Search & Rescue.
- Corridor identification can aid in mitigation measures when any development occurs which will affect the trail &/or trail use.

COMMUNITIES LOCATED IN CARBON COUNTY:

	<u>Population:</u>
Helper	2,148
Price	8,712
Scofield	43
Sunnyside/East Carbon	1,800
Wellington	1,632 (based on 1990 US Census)

What's important to people of this area?

HERITAGE

People are proud of their heritage, especially the natives, who are still connected to their roots.

DIVERSITY

There was great diversity amongst the people who settled this area. This diversity still holds true today and can be demonstrated in the variety of activities Carbon County residents participate in.

RANGE OF ACTIVITIES

A number of different user groups exist in the Carbon County area. The following is a listing of the most popular outdoor recreation trail related activities:

ATV Riding	Snowmobiling
Motorcycling	Bicycling

Horsebackriding
Cross country skiing
4WD vehicles

Hiking
Dog Walking

The following activities were chosen by respondents from southeastern Utah as the activities they participate in most often. The twenty activities listed were the answers chosen most frequently off a list of 48 activities (SCORP).

Fishing
Developed Camping
Pool Swimming
Tennis
Golf
Mountain Biking
Downhill Skiing
Ice Skating
Playground Activities
Skeet/Target Shooting

Baseball/Softball
Picknicing
Walking
Field Sports
Wildlife/Nature Study
Visit Historic Sites
Waterplay/Sunning
Hunting
Attend Events
Bicycling

CURRENT FORMAL TRAIL USE

Designated Trail Systems

Helper Parkway
Castle Valley Ridge Trail System
Fish Creek National Recreation Trail
9 Mile Canyon Backcountry Byway

The Utah Division of Parks and Recreation is responsible for grooming snowmobile trails throughout the State. These trails usually occur on Forest Service lands. A snowmobile groomer packs Scofield, N. Skyline Dr. and Miller's Flat on a weekly basis. Each year, funding permitting, the Division prints snowmobile brochures which include: Trail maps, laws, safety tips, and trailhead information.

The Helper Parkway runs along the banks of the Price River through the City of Helper. Long term implementation plans for this parkway show it stretching from Price Canyon to Wellington. This corridor will be one of the main hubs for the Carbon County Trail System.

SPECIAL EVENTS

The following are a few organized outdoor recreation trail events which occur on an annual basis in Carbon County:

San Rafael Swell Mountain Bike Festival, April 28-30, sponsored by Carbon County Recreation.
Butch Cassidy Blowout, First Saturday in June each year.
9-Mile Canyon Adventure, May 27-28, sponsored by Carbon County Recreation.

AVAILABLE INFORMATION

To date, promotional and guide materials have been limited. A mountain bike trail guide funded by Castle Country Travel Council has enjoyed some success in distribution and use. Some guidebooks produced by out-of-area sources list various local trails by use type.

INFORMAL USE AND DEMAND

The existing state of trail use in Carbon County is mostly informal, unmarked routes. Learning these routes requires either trial and error experience or learning about them from someone else. To date there are few documents or brochures describing the many possible routes in the backcountry of

Carbon County. Yet, in 1993 there were 1033 registered OHV's in Carbon County. This amounted to \$13,000 in OHV revenue!!

With the exception of organized and group events, users tend to be local residents who have developed knowledge of suitable trails by use type over time, through self exploration and word of mouth.

Conflicting multiple-uses have been at a low enough level that little thought to date has had to be given to management or regulatory response.

ANTICIPATED TRAIL USE AND DEMAND

Trail use does not currently represent a significant percentage of destination, visitation in Carbon County. Surrounding areas have experienced a dramatic increase in trails use (Jeep driving, hiking, biking in Moab, Off Highway Vehicles in the Salina-Richfield area) to the point of saturation. National Parks in Utah are also experiencing high demand peaks.

"There is extensive traffic through Carbon County from the Wasatch Front to other outdoor recreation areas that represent a potential market should Carbon County decide to provide the necessary infrastructure to capitalize on it"(Carbon County Comprehensive Trails Plan Needs Statement and Scope of Services, Nov. 1993).

2. PUBLIC PARTICIPATION

Native knowledge and grassroots communication are important tools for facilitating community-based concerted action.

In order to properly complete any plan we must first involve the community.

Why should public participation be encouraged? And, how has it been encouraged in this planning process?

Public participation is the key in initiating the planning process for the following reasons:

1. To build support for a project.
2. To assure local "ownership" of the project.
3. To fully understand the problems and issues of an area.
4. Public input is needed to fill legislative requirements.

SURVEY

A qualitative analysis of local community needs was applied for this plan to realize issues and needs of area trail users. The format of the survey was a was a one page questionnaire (for copy of survey see Appendix A).

DATA COLLECTION

This survey was administered by the following methods:

The First Method: The survey was completed by special interest groups at club meetings and by word of mouth. These groups regularly use area trails.

The groups involved were.

The Driftbusters, the snowmobile club
Carbon County Canyoneers, the local cross country ski/hiking/biking club
local ATV/OHV USE

The Second Method: The survey was left at area outdoor sports related businesses. Each business catered to a special interest or activity. Following is a list of the business name and type of equipment they sell.

Gart Bros.	Sportswear, ski, hunting/fishing, camping and general sports equipment.
Great Outdoors Stores	Motorized vehicles. Specifically ATVs and snowmobiles.
IFA (Intermountain Farmer)	Ranching equipment.
Price Pedaler	Bicycles and related gear. Both mountain and road bikes.
Wholesale Shooter Supply	Hunting gear, guns and related supplies.

ANALYSIS OF TRAIL USER QUESTIONNAIRE RESULTS

57 trail users responded with a completed survey.

A qualitative analysis of questionnaire results shows many Carbon County residents participate in a variety of outdoor recreation/trail related activities primarily close to home. The results indicate trail improvements/development should be completed for all use types. It was surprising to find these trail users participate virtually equally in motorized and nonmotorized activities.

Most users drive 4WD vehicles to get away from town, where they can then begin their recreational activity. Users identified they want good access to public land and to right-of-ways, so they can more easily and safely get to their destinations. According to survey results, a jeep safari/4WD trail does not seem to be of great importance to the average Carbon County trail user at this time.

On the other hand, a trails management program is deemed necessary as people currently desire further information on trails. Another concern is that the trails be properly maintained.

The "lighted" trail question was just added to the questionnaire as a suggestion by State Trails Coordinator, John Knudson. It seems remarkable the majority of survey respondents were interested in this special feature and stated they would use it on a regular basis (at least 3x per week). I believe it is most important we address this issue on behalf of the general public. (For actual survey results see Appendix B).

PUBLIC MEETINGS REGARDING TRAIL USE IN CARBON COUNTY

MEETING HELD BY: UTAH STATE PARKS
TITLE: Final Series of State Trails Plan Meetings
FACILITATOR: John Knudson
DATE: October 25, 1994
ATTENDANCE: 17 People

QUALITY OF LIFE ISSUES

Trails fulfill fundamental needs within us. People say they take trails in search of: Solitude, beauty, new experiences, escape from daily stress or boredom, self-renewal, a private place, peace, inspiration, novelty, comradeship, challenge, memories.

The following goals for the future and strategies to address the identified issues and concerns were formulated:

- I. Trails Assessment
 - A. Issues and Concerns
 - B. Inventory
- II. Trails Plan
 - A. Issues and Concerns
 - B. Goals, Strategies, Priorities
- III. Trail Funding Programs
 - A. Criteria
 - B. Deadlines, etc.
- IV. Trail Construction Training Programs

3. MEETINGS HELD BY: Carbon County Trails Commission and CC Future

FACILITATOR: CC Trails Planner/Consultant, Barbara Keleher
DATES: Jan, March, April
AVERAGE ATTENDANCE: 8 people

The Carbon County Trails Commission was formed with a combination of concerned trail users and area outdoor recreation professionals.

ACCESSIBILITY

There are degrees of accessibility. Most of the trails in this document are most difficult for persons with disabilities. Some trails should be barrier free and usable by people with disabilities.

The following is a description of an "easy" recreation route:

5' minimum width to accommodate a wide range of users with disabilities.

Hard surfaces, including compact crushed stone (stone's diameter less than 3/8").

An accessible gradient should not exceed 5%.

Maximum cross slope 2.

An accessible trail calls for a rest area every 200-300', preferably cleared, with a bench, outside the trail tread.

Provide at least one accessible parking space at trailheads.

The best example of an easy recreation route we have in this area is the Helper Parkway.

TRAIL FUNDING CURRENTLY AVAILABLE WITHIN THE COUNTY

United States Forest Service

The Ferron/Price Ranger District (both Carbon and Emery Counties):

\$27,000.	Construction Budget FY95 project specific. Covers staff, vehicles, supplies
\$29,503.	Maintenance Budget inventory, materials, supplies (these figures fluctuate each year)

Bureau of Land Management

The BLM Price Resource Area has no money budgeted for trail development or maintenance. There is one full-time worker who does ALL maintenance work on campgrounds, roads, etc. so he doesn't have much free time to work on trails.

State of Utah, Division of Natural Resources, Parks and Recreation Parks and Recreation currently grooms both N. Skyline and Miller's Flat Rd. for snowmobile use.

POSSIBLE FUTURE FUNDING SOURCES

Funding is available from several sources, but at increasingly competitive levels.

Obtaining grants for trail development and supporting infrastructure in Carbon County will be dependent on our ability to show an overall trails planning process. This planning process will need to involve a partnership between government agencies and private landowners.

There is currently a bill in Congress proposing \$100 million for trails.

--\$55 million for construction

--\$45 million for maintenance

Funding obtained from this Bill could be used for any of the following:

- Access to public lands (Secure, improved, safe and convenient)
- Trail maintenance
- Trail etiquette and safety/Improve the public's knowledge and try to explain the benefits of trail use.
- Educate regarding the impacts of misuse
- Land Use Planning/Zoning
- Forest Travel Plan/Distances between motorized and nonmotorized resource areas
- Motorized user groups desire long distance trails
- More Support Facilities at Trailheads
- More trails for the disabled, elderly, young families
- Vandalism Repair and Prevention

Motorized and non-motorized funding for trails development continues to be available from several sources at increasingly competitive levels (p. 85 SCORP).

Carbon County is finalizing a Master Plan. It is recommended this plan be incorporated into both the Transportation and Recreation Master Plans and be signed off by the County Commissioners so the Action Plan can be put into place.

The Transportation Plan is perhaps the most important place to include the Trail Plan for trails are truly transportation facilities. To use "Transportation dollars" (the most likely funding source) to build trails

requires trails to be included in transportation plans. The plan must be able to answer the following question: How will the Trails Plan fit into overall local transportation objectives? Trails are legitimate transportation systems, even if they are used primarily for recreational purposes, for they move people from one place to another.

In the Recreation and Tourism Plan trails could be defined as linear parks or greenways that provide recreation opportunities, while connecting communities, historic and/or scenic sites. To use "Park and Recreation dollars" the plan should be appended into the Parks and Recreation/Tourism Plans.

It is suggested this Trails Plan be appended in both the Transportation Plan and Recreation and Tourism Plan. The question to answer is: How will this plan enhance quality of life for our residents and visitors?

FEDERAL-AID HIGHWAY FUNDS

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) \$3.3 billion will be spent over the six-year life of the law for transportation enhancements. These non highway activities include the development of rail-trails greenways and other bicycle and pedestrian facilities. The funds which may be used for acquisition and development are channeled through every state's department of transportation.

LAND AND WATER CONSERVATION FUND (LWCF)

Congress allocates monies to recreation projects on an annual basis. A portion is provided to the states for state and local projects. A state maintains its eligibility for these funds by preparing a State Comprehensive Outdoor Recreation Plan (SCORP) every five years. Utah's last SCORP was prepared in 1992.

Unfortunately, state and local allocations have been reduced to very low levels over the past ten years. The process begins when all eligible agencies in Utah are notified of the due date for applications by the State Parks and Recreation Division. This deadline is generally October 1 to coincide with the federal fiscal year calendar.

Submitted applications reviewed by the grants staff of the State Parks and Recreation Division. Visits to all project application sites are made during October to compile additional information about projects. A point system is used to grade each project on a number of issues according to outdoor recreation needs identified in the SCORP.

NON-MOTORIZED RECREATION TRAILS PROGRAM

Senate Bill 52 encourages the development of a statewide trail system, establishes a recreational trail advisory council and requires at least 50 percent total match for program funding (contact above address for further information).

OFF-HIGHWAY VEHICLE PROGRAM

This bill says the state will develop trails for motorized vehicles, establish a safety education program, promote safe use and operation of off-highway vehicles and protect the impacted environment. Funding has increased to over \$1.3 million annually, and comes from three major sources:

1. Registration Fees (\$12. per OHV)
 2. Education Fees (\$10. per person)
 3. .5 of one percent of the gas tax (app. \$600,000 annually)
- Revenues from these sources total approximately \$1.1 million annually.

OHV MATCHING GRANTS PROGRAM

Project requests for trail construction and maintenance receive the highest priority. However, those providing new or improved facilities, trailheads, signing and trail equipment are also given consideration. Joint projects involving several agencies or user groups, projects with donated resources, and special uses are given additional consideration. Additional information regarding this program may be obtained by contacting the State OHV Coordinator. Department of Natural Resources, Division of Parks and Recreation Division, 1636 W. North Temple, SLC, UT 84116. 801-538-7342.

PERMANENT COMMUNITY IMPACT FUND (PCIF)

The PCIF is administered by the Division of Community Development Services. It was established in 1977 to provide financial assistance to areas impacted by natural resource development. These funds may be used for:

1. Planning
2. Construction or maintenance of public facilities
3. Provision of public services

All entities seeking funds must meet public participation and regional coordination requirements prior to submission of an application. First, a public hearing is held to solicit comments on the size, scope and nature of the funding request. The information must include the expected financial impact to the public, such as user fees, special assessments or property taxes.

Requests may be submitted anytime on the official application form. The forms are available from the Department of Community and Economic Development. The Board uses a phased review process to determine a project's eligibility, worthiness, priority and financial feasibility. If a project receives a favorable review, it becomes eligible for funding. As of 1996, a proposed project must also be on a county-wide 1, 5 and 10 year project list.

SYMMS NATIONAL RECREATION TRAILS TRUST FUND

A state grants-in-aid program for trails administered by the Utah Division of Parks and Recreation. Under this act, an estimated \$30 million per year will be available to states or trail acquisition, development and maintenance from fiscal year 1992 to The distribution of this fund is divided between motorized vehicles, non-motorized forms of transportation and multiple-use.

USDA Forest Service (State and Private, Action Plan-Action Stem)

Provides grants to develop plans for community development and interagency partnerships.

UTAH RIVERWAY ENHANCEMENT PROJECT

In 1986, the Utah legislature passed Senate Bill 143, the Riverway Enhancement Program. The bill provides for the development of recreation areas, preservation of historic interests, water conservation, reclamation, flood control, and wildlife management along rivers and streams impacted by high density population or prone to flooding.

A standard application procedure and project ranking system was developed during initial stages. To secure the matching grant, projects must be high priority of the sponsoring entity. Priority is given to projects that are in accordance with a community/parkway master plan and meet needs identified in the SCORP (p. 72, SCORP. Contact: Dept. Natural Resources, Division of Parks and Recreation, 1636 U. N. Temple, Suite 116, SLC, UT 84116-3156.

ALTERNATIVES IN RECREATION FUNDING

Donations - Money, services or land donated by business or individual to gain positive image and higher visibility.

Donation Boxes - Contributions made to a specific exhibit at sites to enhance projects.

Public Sector Loans and Grants - Money borrowed by public agencies at lower interest rates.

Grant Aiding Foundations - Non-profit, tax exempt organizations established to raise money for or donate land to public agencies in order to improve the quality of life and benefit the general public.

Bonds - Must be approved by 50-60% of voters. Mounting a successful bond campaign requires money, and participation by elected officials and business leaders.

Fiber Optics/Other Utilities - Corridor developers and users.

Differential Tax Assessment - Land taxed at its use value, not market value to preserve open space. This tax discourages dysfunctional development.

Park Reserve - Mix of public and private land comprehensively planned, regulated and managed by an authority set up specifically to preserve its recreational, aesthetic, ecological, historical and cultural values.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Utah Department of Transportation

Highway Enhancement Funds

ISTEA

State of Utah, Division Natural Resources, Parks and Recreation

Riverway Enhancement

Utah OHV Trails Program

Utah Non-Motorized Recreational Trails Program

Land and Water Conservation Fund

Neighboring counties

Carbon County

Price City

Helper City

Scofield

E. Carbon City/Sunnyside

College of Eastern Utah

Anadarko Gas Co.

Southern Pacific Railway

Utah Railway

Division of Wildlife Resources

Private Donations

Volunteer Labor

Juvenile Court Work Program

Court ordered rehabilitation

Adult Probation and Parole ordered rehabilitation

Lighthouse Youth Center community service program

Carbon County Recreation

Service Clubs
Church Groups
Boy Scouts

SHARE COSTS AND MAINTENANCE

Maintenance and management issues play a major role in trail planning. Erosion, dust, wildlife, search and rescue, availability of staging areas-trailheads, etc. represent costs, staffing and impacts on surrounding land and uses.

ESTIMATE OF TRAILHEAD CONSTRUCTION COSTS

Proper, timely trailhead development is critical when planning a trail system. Money must be allocated to this area. Even with a partnership, building a trailhead can be a large expense.

Signage: Trailhead sign	\$500.00
Level and gravel parking area:	\$7000.00
Restroom, Romtec, sweet smelling Toilet (one stool)	\$8000.00
Construct loading ramp	<u>\$1000.00</u>
Total:	\$15,500.00
	\$16. grader per hour
	15. operator per hour
	(app. 16 hours)

ESTIMATE OF TRAIL SIGNAGE COSTS

This would depend on the length of the particular trail.

Large trailhead signs made of weather resistant material are \$500+.

Each carsonite sign used to mark a trail is \$11.00. Signs need to be placed at intersections or anywhere the user may wonder about direction of travel.

MAINTENANCE BUDGETS

Funding will be necessary to hire a crew for trail/trailhead construction and maintenance.

At least one fulltime person should be hired to coordinate the schedule of trail designation, write grants for additional funding, coordinate/supervise trail crew and volunteers, and measure impacts of use.

Trail development, construction and maintenance may be completed using a combination of part-time year round &/or seasonal employees assisted by trained volunteers. An "Adopt-a-Trail" program could be established to encourage groups to improve certain areas along the trail.

VOLUNTEER GROUPS

Once a trail is designated more residents will feel a sense of ownership towards the trail(s) they use on a regular basis. A "Friends of the Trail" group could be helpful in the following example: The main problem on dirt roads/trails just north of Price is litter and dispersed campfire pits left by young people out partying. The County could leave a couple 55 gallon drums in the more popular use areas to try to get the teenagers to clean up. The cans would need to be cleaned on a regular basis.

MULTIPLE USE vs. HIGHEST AND BEST USE

There are currently low numbers of recreationists and very few use problems on the many recreation routes around town. For the next few years the Trails Committee has proposed most trails remain multiple-use.

As trails become designated, and busier, there may be more user conflicts. If user conflicts occur a "highest and best use" has been designated for each trail. For example: non-motorized.

The "highest and best use" idea is flexible. Present designations may not meet needs of future users. To alleviate any future concern, the designated use of a trail may be changed, but it must first be presented to and agreed upon by the Trails Committee.

INTERPRETIVE AND EDUCATIONAL RESOURCES

Education and enforcement are two ways the County can reduce conflicts.

PROMOTING TRAIL USER ETIQUETTE

1. Managers can develop an ethic of trail-use etiquette as a way to encourage compliance with regulations and cooperation among users.

This ethic will not only create a more enjoyable trail experience but will also ensure efficient and safe circulation on the trail. Trail safety and etiquette are responsibilities shared by everyone.

The county should seek to develop an education campaign that instills an etiquette ethic in all trail users. There are several educational methods one can employ:

1. Trail Safety Signs
 2. Printed Material
 3. Safety Days – Have volunteers set up a trailside stand to provide safety literature, trail use regulations, brochures, area clubs, refreshments, etc.
 4. Presentations
 5. Public Hearings
 6. Mass Media – Radio Ads and/or newsletters regarding trail etiquette and safety.
2. An interagency interpretive and education program should be implemented to promote community pride in the trail system. The BLM, Division of Wildlife Resources and Forest Service all have employees with a great deal of knowledge in environmental awareness. A formal interpretive and education program should be developed to reach the greatest number of community members in the most effective manner.

Agency representatives should visit all levels of the education system to inform students of outdoor recreation opportunities as well as to educate regarding wise use and low impact use. Two such programs already in existence are "Leave No Trace" and "Tread Lightly".

If students are involved in the initial stages of the trails system an agency representative and a class or two could adopt-a-trail and watch its development. The students could encounter human impacts on the environment and plan how to deter them.

3. Following National Park Service tradition, a "Junior Ranger" program could be started. The program could encourage students to become representatives of the land and to take pride in their trail system. Beginning a Junior Ranger program would require minimal funding and/or sponsorships. This funding would mainly be used to purchase incentive type gifts for participants. E.g.: T-shirts, key rings, etc. These items would proudly display the Carbon County Trail System logo.
4. In addition to education and interpretation in the education system, it would be interesting if Carbon County Recreation and other agencies could host a variety of scheduled activities on designated trails for people of all ages and abilities. With total interagency effort, it should not be too difficult to program seasonal weekend events throughout the Carbon County Area.

ENFORCEMENT

Information, education and enforcement of regulations is critical to user safety. Many users will be unfamiliar with rules. To promote goodwill on the trail issue warnings to first-time offenders. Take time to educate and explain why the rules were created.

REGULATIONS

Publicize regulations .: clear concise manner!

Regulations should at both trailheads and in brochures:

ex: Stay to the right except when passing

Travel at a reasonable speed

Give a clear warning signal before passing

Keep pets on a leash; they may bother other trail users

No littering

Firearms, fireworks and fires are not permitted on the trail

Trail users must use a light after dark

As a courtesy to trail neighbors, refrain from loitering near adjacent homes

Drugs are not permitted on trail

ANALYSIS OF LOGICAL TRAIL CORRIDORS

Section Five contains an inventory of corridors, sites and resources for the following key trail elements:

Low Clearance Vehicles: Pleasure Driving Tours

High Clearance: 4Jheel Drive Tours

Motorized: OHV Trails

Non-Motorized: Hike, mountain bike, horse and cross country ski trails

Trail use is listed in a pyramid type reference.

In the plan, the highest allowed use for each trail is listed. Any use on the pyramid below the listed activity is also allowed on that particular trail (though there may not be ideal conditions for that use).

NOTE: This does not pertain to State Highways or paved County Roads. OHVs are not allowed on these systems!

Before trail corridors can be picked out, the planning agency needs to understand different user groups and what they desire for their particular activity.

The following table can be used as a general rule of thumb in trail design (From: Cooperative Efforts in Recreation Planning, Hugh Osborne, Rivers, Trails, and Conservation Assistance Program, NPS).

ACTIVITY	MINIMUM TRAIL LENGTH	
Pedestrian	1	mile
Leisure Bicyclist	4	miles
Serious Bicyclist	20	miles
4 Wheel Drive	40	miles
ATV/OHV	30	miles

FOR EACH CORRIDOR THE FOLLOWING WILL BE PROVIDED IN NARRATIVE &/OR GRAPHIC FORM:

Land ownership and requirements to implement the trail.

Existing &/or required support facilities (trailheads, water, restrooms, etc.).

Conflicting uses and constraints, with potential mitigations.

Scenic, historic and other values.
Multiple-use opportunities and management strategies.
Degree of difficulty for users, restrictions, etc.
Access to trail.

The following pages contain an analysis of logical trail corridors suggested for improvement, development and designation within the Carbon County area. These trails cover the entire geographic area of Carbon County, paying particular attention to the more populated areas of the County. In addition, the analysis covers the activities mentioned above (see #4 for details).

Initially these trail systems will be built using existing support and/or restroom facilities. Once the trail systems receive heavier use it may be necessary to perform a needs assessment on the more popular trails to obtain funding for necessary facilities.

CULTURAL-HERITAGE ROUTES

KEY:

Identified by ~~~~~~

Many recreationists are interested in local history. Cultural/heritage facts posted alongside a trail would be interesting to all users.

BASIC INFORMATION

Carbon County flourished as a result of the railroad and coal mining. The railroad provided transportation of goods and materials that spurred growth and prosperity. The regions vast coal resources attracted workers from around the world. Immigrants had a great influence on the region. This melting pot proved to be contrasting to other Utah towns. Despite the diversity in tradition, religion and language, new-found residents developed strong unity as Carbon County residents.

Driving Tours of Former Coal Mines and Coal Towns

A good resource is Driving Tour Guide Selected Abandoned Coal Mine Sites by Frances Cunningham. Peczuh Printing, 1990.

PETROGLYPH ROUTES

Identified by ~~~~~~

Petroglyphs can be viewed from these routes. Do we want to publicize such areas to the general public? How will the county protect these artifacts?

Draft Trails Matrix, Recommend Use and Difficulty Table

Trail Name	Length (mi.)	2WD	4WD	ATV	Snow-mobile	Mtn. Bike	Horse	Foot	XCS
9 Mile Canyon	78	XX				X	X	X	
Avintaquin (not mapped)	3		X						X
Castle Valley Ridge	35					XX	XX	X	X
Cedar Ridge RR Trestle Loop	18					XX	X	X	
E. Carbon-Sunnyside Link	branched				XX		X		
E. Kenilworth	branched					X	X	X	XX
Eccles / Clear Creek	3	XX							
Eccles Canyon	16	XX							
Fairgrounds	branched			XX					
Fish Creek NRT	10			XX					
Helper to Kenilworth	3.5	XX				X			
Hiawatha RR Loop	11			X		XX	X	X	X
Huntington	47	XX							
Left Fork Huntington	6						XX	XX	
Mounds	branched	XX	X	X		X	X	X	
Mount Bartles	branched		XX	X		X	X		
N. Skyline to Miller's Flat	9			X	XX	X	X	X	
National to Scofield	9			XX	X	X	X	X	X
North Skyline	29		X	X	X	X	X	X	X
Nuck Woodward	12		X	X	X	X	X	X	XX
Pinnacle Pk. - G. Creek Loop	38		XX	XX		X	X		X
Price Canyon Rec. Area	1							XX	
Price River Parkway	2							XX	
Scofield to Skyline	13		X	XX	XX	X	X	X	
South Skyline	77		X	X	X	X	X	X	X
Spring Canyon	15		X	XX	X	X	X	X	X
Sunnyside	branched				XX	X	X	X	X
Wellington to Kenilworth	13			XX		X	X	X	
Willow Creek Cutoff Loop	23	XX							
Wood Hill	12			XX		XX	X	X	

The trails above are considered multiple-use. Suggested uses are marked with an "X". The "XX" denotes the highest and best use for the particular route. In the final copy, the international difficulty symbols will be used with a double symbol for highest and best use.

TWO-WHEEL DRIVE PLEASURE DRIVING TOURS

HUNTINGTON CANYON AND ECCLES CANYON SCENIC BYWAYS ^^^^^^ **(State Highways 31, 96, 264)**

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

These highways and right-of-ways are owned by the Utah Department of Transportation (UDOT). These roads are already developed and used for a variety of purposes; e.g.: Recreation travel, commuting and hauling coal over the mountain.

These highways are designated State and National Forest Scenic Byways. There are no further requirements to make these County "Pleasure Driving" tours.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

There are currently a number of facilities which offer restrooms along the two Byways. On peak summer weekends the quantity of available restrooms is insufficient to meet visitors needs.

In the future it is predicted the number of recreation visitor days (RVDs) along this route will grow at a steady pace.

Restrooms along the Byways are within privately owned businesses or managed by the state or federal government. There is a need for additional facilities along these routes.

SCENIC, HISTORIC AND OTHER VALUES

Huntington Canyon travels from the arid valley, thru farmland, and juniper forests to a beautiful alpine setting.

In Eccles Canyon visitors travel quickly upland from the historic mining town of Scofield, and the Pleasant Valley, to the Reservoirs of the Manti Plateau.

INTERPRETATION AND EDUCATION

As with any well used trail, visitors along this route will need to be made aware of their effect on the environment.

The Forest Service, in cooperation with the Utah Department of Transportation and other agencies has developed a series of informational kiosks and interpretive panels which will be located at major points of interest along the route. At each stop the visitor will be able to enjoy the scenery and learn something about the cultural history, natural history, environmental resources and other features of the area.

ISTEA funding was recently appropriated to the Ferron/Price Ranger District and Emery County to renovate historic Stuart Guard Station, located in Huntington Canyon, and convert it to a visitor interpretive center.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

The interpretive panels, wayside turnouts and renovation of Stuart Guard Station are already funded by two separate ISTEA grants which include a 20% match from various partners. These projects will cost an estimated \$750,000+.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

These highways are designed for registered highway vehicles. It is suitable for biking, though traffic can pose a safety hazard. This Byway system offers the public a windshield view of all this country has to offer.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Paved.

Easy access.

Be aware of weather and road conditions before traveling.

Watch for coal trucks.

ACCESS

Take Hwy 6 north of Price, head west on Hwy 96 towards Scofield. After Scofield Town continue on Hwy 96 to Hwy 264.

- or -

Take Hwy 10 south out of Price, turn west onto Hwy 31 in Huntington.

WILLOW CREEK CUTOFF LOOP ~~~~~

Escalante/Jedediah Smith Trail (Hwy 6)

Willow Creek Cutoff to Bamberger Monument

Indian Canyon Scenic Byway (Hwy 191)

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

The roads are public right-of-ways. The State of Utah owns Hwy 6, while Utah County and Carbon County own the Willow Creek Cutoff. The land adjacent to these right-of-ways is BLM or privately owned.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

None. A day use area with restroom and picnic tables should be developed on BLM land near Matt's Summit on the Willow Creek Cutoff.

SCENIC, HISTORIC AND OTHER VALUES

On summer weekends, traveling Hwy 6, through Price Canyon, can be stressful. An alternate route getting travelers out of the mainstream of traffic may be preferred by many. This may alleviate some of the "Sunday drivers" off the main highway.

As for history, Jedediah Smith's 1826 exploration probably followed Escalante's route of a half-century earlier. This route can more or less be traveled by car on State Highway 6, or Price Canyon to Soldier Summit and Spanish Fork Canyon.

If the Highway is ever improved a multiple-use trail corridor should be developed along the right-of-way. This trail could follow the historic route and become an extension to the Helper Parkway system.

This trail also contains outlaw history. On April 21, 1897, the Castle Gate mine had their payroll stolen by a group of desperados which turned out to be Butch Cassidy and the Wild Bunch. From the mine, located near the bottom of Price Canyon, the desperados skirted Price City and headed south to Desert Lake. It would be fun to have a centennial celebration of this event and recreate the getaway.

Indian Canyon (Hwy 191) stretches northeast from the City of Helper on an old indian trail used for travel between Castle Valley and the Uinta Basin.

CONSTRUCTION COSTS

Trailhead grading, gravel.

Restroom

3 teflon coated picnic tables

Signs

The Utah County portion of the Willow Creek Cutoff is in need of repair. It might be suggested Carbon County write a maintenance agreement for that particular section of road - or - If Carbon County could obtain funding for repairing the road donate money to Utah County to be used specifically for this section of the Willow Creek Cutoff.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This loop is intended for registered highway vehicles. Indian Canyon and Willow Creek Cutoff are suitable for bicycling, but it is not recommended bicycles go onto Highway 6 in Price Canyon. There can be a great deal of high speed traffic.

In 1996, the Manti-La Sal National Forest will be installing a AM Information Broadcast Station. Its broadcast range is 5 to 8 miles from point of origin. The location is the Colton Maintenance Station on Hwy 6. The signal will send out a taped radio message particularly aimed at visitors passing through the area who may be interested in attending local events. The message will be taped by the Travel Council.

One idea is the message could inform visitors of the upcoming turn for the Willow Creek Cutoff.

This loop can become an interpretive drive through history. Following the route of pioneers, reliving outlaw history, etc.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy

The entire loop is paved.

Accessible by two wheel drive vehicles.

Beware of large potholes on the Willow Creek Cutoff.

ACCESS

Head north on Hwy 6 out of Helper, turn right (northeast) at the Castle Gate Mine and Power Plant onto Hwy 191.

- or -

Head north on Hwy 6 out of Helper app. 10 miles to the top of Price Canyon. Turn right onto Willow Creek Cutoff.

9 MILE CANYON-BLM BACKCOUNTRY BYWAY ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

The 9-Mile Canyon Recreation and Cultural Management Area of 127,943 acres is a mosaic of BLM, private and State lands.

The percentage of land ownership, in the planning area, is displayed in the following table:

Land Ownership	Percent of Land Area
Public Land (BLM)	76.53%
Private Land	16.37%
Utah State Lands	6.71%
Native American Lands	.38%

A management plan has been developed for this planning area. Its principal objective is to protect and preserve cultural resources. Other objectives are to protect, preserve and enhance the natural character, inspirational value and scenic quality of the area while optimizing recreation and interpretive opportunities, including the provision of a safe recreational environment.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

There is a need for facilities in 9-Mile Canyon. Currently the nearest facilities are in Wellington, or Myton, which are at least an hour drive once a visitor is in the Canyon.

CONFLICTING USES AND CONSTRAINTS WITH POSSIBLE MITIGATIONS

The Backcountry Byway Plan states a management presence is necessary before facilities can be developed in 9-Mile Canyon. This presence will serve both education and enforcement needs now deemed as necessary in the Canyon. Due to the Canyon's increasing popularity, the BLM is currently trying to introduce this presence by using volunteers.

Twelve areas may be developed as recreational/interpretive sites. These sites will serve as day-use facilities providing parking, information/interpretation, picnic areas and barrier-free toilets.

9-Mile Canyon and its spur trails should be promoted for cultural-heritage based recreation.

SCENIC, HISTORIC AND OTHER VALUES

9-Mile Canyon is known as a major repository of the prehistoric Fremont Culture. The canyon houses many rock art panels. Petroglyphs (carvings on rock faces) and pictographs (paintings on rock faces) depict animals, hunting scenes and godlike figures. Cliff granaries may be spotted by careful observers.

In the 1800s, the canyon was used by both fur trappers and the Army. Iron telegraph poles, stage stations and settler cabins are common sights.

Vegetation and terrain along this Backway vary from high desert species to aspen groves. The buff colored cliffs of the canyon are highlighted by balanced rocks and window arches. "Watchable Wildlife" such as deer and elk are seen frequently (Scenic Byways and Backways, Utah Travel Council).

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

Implementation of the entire Nine Mile Canyon Recreation and Cultural Area Management Plan will be close to one million dollars. The construction will be completed in stages.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

The 9-Mile Canyon Coalition is affiliated with Canyonlands Natural History Association. Their mission is to promote the preservation and enhancement of 9-Mile Canyon through educational and interpretive programs.

Carbon County has applied for a R&PP lease for a rest site from the BLM. Carbon County is also in the process of developing funds for the first phase of construction funding. Both the College of Eastern Utah and the Carbon County Road Department have volunteered to assist in developing the facility.

The County has proposed building a rest site and group staging area in the upper reaches of the canyon which would contain picnic tables, a fire pit for fireside programs, restrooms and camping areas.

Plans are currently underway to develop the facility at an old ranch approximately 25 miles up the Canyon from the City of Wellington. This site is owned by the BLM. There is a great deal of opportunity for historic and cultural interpretation. A small log cabin, outbuildings and corral are still standing. In addition, the area is quite scenic. Nine Mile Creek runs through the property and established cottonwood trees could provide shade for visitors.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

The BLM completed a Recreation and Cultural Area Management Plan for 9-Mile Canyon. The agency has selected sites for the general public to visit.

Again, the main intention of BLM Management in 9-Mile Canyon is the preservation and protection of cultural resources. If other outdoor recreation activities begin to interfere with proper management of cultural resources, those activities may need be limited.

Visitors to 9-Mile Canyon currently participate in a range of recreation activities. These include: Driving for pleasure, interpretive stops, photography, biking, hiking, archaeological, and nature study, horseback riding, dispersed camping and hunting.

Sand Wash is accessible from 9-Mile Canyon. This is the main launch point for raft trips down the Green River through Desolation and Gray Canyons.

OHV designation in the Price River Resource Area is "limited to existing roads and trails." The nature of the terrain and vegetation tends to make OHV use self-regulating.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Main Road. Easy, if the roads are dry.

There are currently no facilities available in the canyon.

ACCESS

Two miles east of Wellington on Highway 6. 78 miles long or out and back. 9-Mile Canyon is 78 miles one way and ends at the Junction of US-40 one mile west of Myton.

Double lane, graded gravel and dirt surface. The initial portion near Wellington is paved. The road can be driven in passenger cars in good weather. Several normally dry wash crossings may be obstacles to travel after heavy rain. Four-wheel drive recommended for side roads.

NORTH SKYLINE DRIVE

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Forest Service Road #150. The entire length of this road is graded and graveled. Most of the land adjacent to this road is Forest Service, though there are a few parcels of private land.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

There is a restroom and picnic area at Tucker Rest Area, located at the intersection of Hwy 6 and North Skyline Dr. This facility is maintained by the Utah Dept. of Transportation.

At the southern end of N. Skyline Drive, Fairview is app. 8 miles down the canyon on Hwy 31. Most services are available there.

Gooseberry Campground is located a few miles from this end. This is a developed Forest Service Campground Fee Area which offers restrooms, campsites with picnic tables, fire pits and parking.

SCENIC, HISTORIC AND OTHER VALUES

Scenic views of the Oquirrh Mountains, Mt. Nebo, distant valleys and forested high-mountain settings. Wildlife and recreation opportunities are abundant.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

The road already exists and is maintained by the Manti-LaSal National Forest Road Crew.

During the winter it is groomed by the State of Utah, Department of Natural Resources, Parks and Recreation for snowmobiling.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

The Utah Snowmobile Association has contacted the Forest Service regarding a partnership to build a log cabin warming hut/rest area midway along N. Skyline at the head of Fish Creek. This building could be used year round by various recreationists by serving as a trailhead for users of the Fish Creek National Recreation Trail during the summer and fall.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This road is totally multiple-use oriented.

The Great Western Trail travels on a portion of Skyline Drive. This trail stretches from Mexico to Canada, traversing some of the most spectacular scenery in the West. This multiple-use trail is to be a corridor across National Forest, Bureau of Land Management, National Park, State and private lands.

Many sections will be open to motorized vehicles, horses and mountain bikes, as well as hikers. In some areas of this corridor parallel sections of trail are being constructed to provide for a variety of recreational opportunities.

With the addition of parallel side trails for non-motorized recreation there does not seem to be a great potential for user conflict.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS. ETC.

Easy. Wide gravel road accessible by 2-wheel drive vehicles. Out and Back or numerous shuttle possibilities. Motorized Vehicles: Obtain a Manti-La Sal Travel Map. Stay on FS designated roads, readily identifiable by the numbered brown and white carsonite signposts.

ACCESS

Hwy. 6, 18 miles east of Thistle at Tucker Rest Area.

-or-

At end of Hwy 264 turn right (north) into large parking area. At far end of parking area take FS RD #150 (the left fork in the road).

FOUR WHEEL DRIVE TOURS

SOUTH SKYLINE DRIVE

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL SYSTEM

Road and most of surrounding land owned by US Forest Service. FS RD #150.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Restrooms, water, parking and picnic tables at Tucker rest area. Skyhaven Lodge at Ferron Reservoir (rustic lodging and limited supplies). Developed Forest Service campgrounds offering restrooms, water, campsites with picnic tables and fire pits are available at Ferron Reservoir or Twelvemile Flat.

SCENIC, HISTORIC & OTHER VALUES

Unique alpine beauty offering tremendous vistas and endless horizons, immense tundra-like meadows and scattered forests of aspen, spruce and fir. Here you are on top of the world along one of Utah's famed scenic backways.

ESTIMATE OF CONSTRUCTION & MAINTENANCE COSTS

Already developed. Some maintenance work has been accomplished in partnership with the National Guard and Forest Service.

In 1995, S. Skyline Drive did not open from Hwy 31 to Ferron Reservoir due to late season snowpack accumulation.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

4-Wheel Drive high clearance, ATV, dirt bike, horseback riding, mountain biking, snowmobiling, cross country skiing, hiking.

This road does not receive much use. This is a long distance trail. Its ideal use is motorized (OHV).

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy, but depends on road conditions. Expect some rocky conditions and/or washouts. Impassable snowdrifts can be expected into early summer.

Motorized Vehicles: Obtain a Manti-La Sal Travel Map. Stay on FS designated roads, readily identifiable by the numbered brown signposts. Stay on FS designated and white carsonite.

ACCESS

From the north: Off Highway 31 near the top. Look for signs.

Mount Bartles RD., DRY CANYON AND COTTONWOOD CANYONS ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

All three roads are primarily on BLM land intermixed with a few sections of State Land and private land. All roads are listed as RS2477, Class D County Roads, which means they are County right-of-ways and the public should be allowed access.

Mount Bartles Loop: The County must implement RS2477 policy to allow public access on this road.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

None. Nearest facilities are in City of Wellington.

In the future the nearest facilities will be in 9-Mile Canyon.

CONSTRUCTION COSTS

Existing 4-Wheel Drive Road. Costs incurred could include purchasing/securing easements and grading the road.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Any uses from high clearance down the use pyramid are allowed in Dry and Cottonwood Canyons. At the present time recreationists can only travel Mount Bartles to the locked gate.

If user conflict occurs in the future one trail should be made motorized and the other non-motorized multiple-use.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Dirt roads. Users may encounter steep terrain.

ACCESS

Turn right (south) off 9-Mile Canyon.

Dry Canyon is approximately 29 miles from Soldier Creek Mine, where the pavement ends.

Cottonwood Canyon is approximately 31 miles from this same point.

THE MOUNDS ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

The BLM owns most of the land in the Mounds area. To the west of the Mounds some of the land along the Price River is privately owned. There are also a few sections of State Land in the area. The dirt roads are all RS2477, Class D County Roads.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

No facilities are available. The nearest support facilities are in Wellington and East Carbon.

SCENIC, HISTORIC AND OTHER VALUES

The Mounds is a historic Railroad stop. It was used as an area to load and water cattle. There is also ancient Indian Artwork along the river in the cliffs.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Trailhead in Wellington at City Park. Restrooms and picnic tables already available. The City of Wellington is interested in developing a trailhead within their City limits to access this area from town.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This area is a multiple-use playground. It is perfect for driving, ATVs, dirt bikes, mountain biking, hiking and river exploration.

Trail use near and within City limits will need to be regulated to ensure user safety plus respect for private property owners.

If user conflict develops in the future it is recommended the wide roads stay open to motorized vehicles, while the more narrow trails become designated as non-motorized for hiker, bicyclists and horseback riders.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

The main dirt roads are built on rolling hills. There is a long hill from the Mounds Reef down to the Price River. Once down by the River a recreationist can explore many single track trails which lead to various streams and hilltops.

ACCESS

Until the Wellington Trailhead is developed: Head south from Price through the City of Wellington on Highway 6. Approximately 6 miles from Wellington turn right onto a dirt road (south). Approximately 5 miles you will be on a table overlooking the Price River. Go down the hill to the Corral by the Railroad tracks. The corral is on private land.

The BLM land in this area seems to be a good place to develop a small day use area.

MOTORIZED/MULTIPLE-USE CORRIDORS

Best Suited For: Motorized, warm weather, dirt bike and ATV trails
Motorized, cold weather, snowmobile trails (snow permitting)
Non-motorized uses: Horseback riding, hiking, mountain biking, etc.

The following links are all vital sections of our community trail system. For Utah's 100 birthday celebration, the plan suggests this culturally and historically significant trail system be named:

THE UTAH CENTENNIAL TRAIL SYSTEM - A COMMUNITY-WIDE LINK

This extensive loop system is 'widely used by people from Price, Spring Glen, Helper and Kenilworth. The loop does more than just connect the two communities of Price and Kenilworth. This loop is the hub for a vast trail system which can connect all the communities of Carbon County. Almost all the trails are currently existing old dirt roads. Developing this trail system should not be costly. The major portion of the funding would be used for marking, signing and mapping these trails.

LINK #1-WOOD HILL/KENILWORTH LOOP ~~~~~

This would be a good loop for an interpretive trail. On this trail Carbon County could teach its residents and others the value of this land and why it was settled.

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Good public access. The land is primarily owned by the BLM and State of Utah. There is private land near Price and Kenilworth, but the BLM has checked the property records and the roads have deeded rights-of-ways.

According to users needs this is the first trail that should be designated in the Carbon County Trail System. For this reason I have included the names of private landowners who were listed at the County Recorder, April 1995.

Looking up private landowners should be done on a project specific basis for the owners may change on the other trails before Carbon County goes for trail designation.

PRIVATE LANDOWNERS:

T13S R10E S21	N1/2	Blackhawk Coal Company (2-433), D & RGW Railroad/Kenilworth & Helper Railroad
	N1/2 S1/2	Steve R. Drossos, Tr.8, Faps Holdings, L.L.C.
	S1/2 NW1/4	Lucy Z. Hausknecht (2-435)
	SW1/4 SW1/4	Blackhawk Coal Co.
T14S R10E S9	NW1/2	Henry Chapman Smith (Family Partnership, 252.86 acres). S1/2 Road owned by Price City. City also owns 18 acres.
T14S R10E S16	NW1/4	Many landowners. Henry C. Smith, Inc. 60.77 acres(2-926).
	NW1/4 NW1/4	E U Broadcasting Co., Carbon RSA Ltd. Partnership, Price City, J. Eldon Dorman.
T14S R10E S15	N1/2 NW1/4	Shimmin Subdivision, Bank One, UT. Robert R. and Clara D. Miller
T14S R10E S14		Carbon County 80 acres. Albert & Leona Leutaud 520 acres, Sophia Critchiow 40.9 acres.
T14S R10E S12		Carbon County Airport
SE1/4, NE1/2 SW1/4, S1/2 SW1/4		
T14S R11E S6	SW1/4	CA. Goodall 160 acres.

Possible Future Mountain Bike Trail:

From Top of Woodhill down to Carbonville

T14S R10E S6 RS 2477 to Haycock Lane, E. Spring Glen

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Trailhead at Price Memorial Park and Pioneer Park. Parking, restrooms, 2 pavilions available. These parks are adjacent to the Wave Pool.

Additional parking may be necessary for trailers and large RVs. It is recommended the County level an auxiliary trailhead near the Price City water tanks.

A second trailhead should be developed north of northeast Price near the other water tank. This trailhead could be used for the Kenilworth Rd., Lower Jeep Trail and the Airport Loop, The State of Utah owns virtually all of Section 10 which would be the best spot for this trailhead.

All trailheads should have trailer loading ramps, handicapped parking, access to public restrooms, information/interpretive signs, a large parking area for trucks/trailers, sign in register for safety and monitoring purposes, and hitching posts.

SCENIC, HISTORIC AND OTHER VALUES

Historically it was used for coal mining, it was traveled by pioneer wagon trains and famous outlaws. The land is currently being developed for natural gas extraction.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

Signage: Trailhead signs (2 Trailheads)

Level auxiliary parking area.

Level second trailhead northeast of Price

Cost to gravel both

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This main loop will initially be designated multiple-use. If trail use increases Carbon County will have to explore opportunities for designation of side trails. The Carbon County Trails Commission decided these secondary trails would primarily be for a single activity.

In the case of this expansion, the main loop would serve as the artery to get trail users to the trail designated for their particular activity.

A data collection system needs to be established to monitor usage on this link.

Using a trail register, a coordinated system of data can be collected to assess if the trail is meeting users' needs. Information needed: Specific activity, numbers of people, times, days, seasons of use, and user suggestions. Impacts will also need to be measured on a regular basis.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Due to varying topographical features this trail system can accommodate all levels of expertise. The main dirt roads are easy, or beginner level. They are wide, graded roads.

Each road has a hill at the beginning to get up onto the benches. Once on top it is a gradual steady uphill to Kenilworth.

The trail should be closed when conditions are wet to prevent resource damage on the roads/trails. The soil is clay and virtually impossible to travel on when wet.

ACCESS

Access Wood Hill at Big C water tanks or road west of Coves below ridge.

All off-highway vehicle rules and regulations should be actively enforced.

Particular attention needs to be given to access into and out of town.

Access Kenilworth Rd. (aka Upper Jeep) north of 8th North. Dirt rd. across from Swift's Texaco at the corner of Cedar Hills Rd. and 8th North.

Additional Access Needed:

Adequately marked bicycle lanes on Kenilworth Rd., Spring Glen Rd., Carbonville Rd, Gordon Creek Rd. Old Carbonville Rd. Roads in Price which should have a marked bicycle lane include at the very least: 1st North, 3rd North, 8th North, 3rd East and Cedar Hills Rd.

LINK #2-HELPER TO KENILWORTH ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Contact: Gary Hunt
Southern Pacific Real Estate
1860 Lincoln St.
Denver, CO 80295
1-800-873-3749, ext. 7616

TI3S R10E S18 S19 S20 S21

Formerly: D&RGW Railroad
Now: Southern Pacific

The corridor is quite large. It is 200' wide.

Carbon County code: IA-396-16
IA-396-19

In 1995, one of the Trail Committee members visited the Carbon County Assessor to compute the value of this property. The assessed value for the land the railroad owns in S21 = \$3249.

Mr. Hunt, Real Estate Professional Southern Pacific, has stated Southern Pacific is interested in selling the property, fee total and everything. They are not interested in donating the property or providing an easement. They are interested in selling for Southern Pacific pays taxes on this property and they have no plans to use this line again.

Property information available to the public is sketchy. If the line is non-operating the County should have the tax information. For the above sections the County was only able to locate S21. It is my understanding some railroad corridors were never surveyed or platted.

For further information if help is not available at the County level: Terry Chidester, State Tax Commission, 297-3612.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

Helper City Park and Parkway. Plus numerous private businesses near trailhead.

SCENIC, HISTORIC AND OTHER VALUES

Kenilworth has a spectacular view looking out over the mountains and valleys to the west. In 1906 the Independent Coal and Coke Company was incorporated. Kenilworth is one of the few original company towns left. The Company Store remains as a visual reminder of the influence the Company had on the lives of the townspeople.

NEEDED CONSTRUCTION

The graded trail is in place and is in good condition.

It may be necessary to purchase this former railroad corridor from Southern Pacific Lines at market value. The County is attempting to contact Mr. Hunt to find out if the Railroad is now interested in donating this property as a Rails-to-Trails project.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Carbon County may want to try to obtain a conditional easement which will give Carbon County permission to designate this trail while releasing Southern Pacific from any liability.

Other area trail advocates have worked with Southern Pacific to implement this corridor as a rails-to-trails project. It is recommended the County try to work with Representative Matthews and other local politicians who may be able to present the significance of this trail corridor to the Railroad.

The County should develop a concerted campaign once county-wide consensus has been developed to convert this rail-to-trail.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Once the trail is open it is suggested it be motorized and non-motorized multiple-use. This will give ATV and dirt bike access from Helper directly into the mountains. With proper education regarding different multiple uses and "wheels yield to heels" there should be few conflicts. If there are still conflicts the ideal use for this trail will be non-motorized.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Beginner. Gradual, steady grade from Helper to Kenilworth.

ACCESS

From Helper Parkway Trailhead, downtown. Travel to Helper ball fields, old railroad grade (east) leads to Kenilworth. This route will need to be signed from the Helper Parkway.

(The following three links are non-motorized use only)

LINK #3-PRICE RIVER PARKWAY SYSTEM-HELPER**LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL**

Public Access had been guaranteed. There are three landowners involved: Helper City, Utah Department of Transportation and D&RGW Railways. Easements with UDOT and D&RGW have been secured. Both entities are supportive of the project.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

The Price River runs right through downtown Helper City. There is a pavilion with public restrooms available. In addition, there are numerous private businesses which can offer support services.

SCENIC, HISTORIC AND OTHER VALUES

The Parkway is scenic. This project runs from the old town of Martin through downtown Helper. The Parkway winds along the Price River through the cottonwood trees. One can see the town and at times the highway, yet it is a peaceful escape from the everyday stresses. Trail users can go to the Railroad and Mining Museum or stroll down historic Main St. to window shop the Phantom Gallery.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

When Mr. Ron Cooper first applied for Riverway Enhancement Funds it was for \$239,000. He and other workers have volunteered countless hours to see this vision come to life. This trail is a wonderful example of the volunteer spirit and effort that can bring a community together when they share a common goal!

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Riverway Enhancement

Utah Non-Motorized Recreational Trails Program

Helper City

Carbon County

College of Eastern Utah

Southern Pacific Railway

Utah Railway

Division of Wildlife Resources

Private Donations

Volunteer Labor

Juvenile Court Work Program

Court ordered rehabilitation

Adult Probation and Parole ordered rehabilitation

Lighthouse Youth Center community service program

Carbon County Recreation

Service Clubs

Church Groups

Boy Scouts

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This trail is best suited for non-motorized forms of transportation. A possible management strategy is to develop legislation regarding converting abandoned canal right-of-ways into trail corridors, giving local or regional governments an option to buy/access them for recreation/transportation. Trails could then be established along these canals.

There is a need to work with canal managers and organizations to convince them of the benefits of a Parkway. E.g.: Managing to prevent liability problems, reduction of private property encroachment and deterrents to vandalism due to trail users' presence, etc. (Utah Statewide Trails Assessment Issues and Concerns, Preliminary Report).

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy

Handicapped accessible

ACCESS

There are a few access points throughout Helper Downtown, Main St.
Behind Helper Outdoor Museum

LINK #4-PRICE RIVER PARKWAY SYSTEM - HELPER TO PRICE **LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL**

There are approximately 160+ different landowners between Helper and Price along the Price River. Landowners are currently denying access to the general public for they fear liability in case of accident, vandalism, gates being left open, etc.

Quite a few property owners have auxiliary buildings on the edge of the river.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

None existing at this time. There are a few privately owned businesses in Carbonville and Price that could benefit from the parkway going by near their business.

SCENIC, HISTORIC AND OTHER VALUES

A river parkway is scenic. Cottonwood trees can offer shade and privacy.

DEVELOPMENT NEEDS

This section of the Parkway should be built with the same standards as the Helper section.

MUTTIPLE-USE OPPPORTUNITES AND MANAGEMENT STRATEGIES

Non-motorized use only.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy. Handicapped accessible.

ACCESS

Trail will be an extension of Helper Parkway's first phases.

PEDESTRIAN/BICYCLE LANE

RIGHT-OF-WAY STATE HIGHWAY 6

This route would be developed as a temporary measure until the Price River Parkway between Helper and Price (Link #4) is completed. This trail corridor is in the long-term implementation plan.

It is suggested these roads be used until June 2015 at the very latest. Developing a bike lane/wide shoulder on these roads is not intended to slow down implementation of the Price River Parkway. Its purpose is to provide a safe route from Helper to Price until the Parkway extension is completed.

The Trail Plan's first choice as an alternative route to the Parkway was Spring Glen Road to Carbonville Rd. Unfortunately, the shoulders are not wide enough for a bicycle lane and UDOT has no additional right-of-way. The homes are built very close to Spring Glen Rd. This provides the County with no additional corridor to develop a bicycle lane.

Carbonville Rd. follows suit though the shoulder seems slightly wider.

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

State of Utah Department of Transportation Highway Right-of-Way.

Land to East of Highway 6 w/ dirt road from Gordon Creek Road Underpass to intersection of Carbonville Road/State Highway 6.

Land Ownership East of State Highway 6:

T14S R10E S7	Cleland & Anona Oliver, Tr., 35.8 acres Clara D. Miller, et al.
T14S R10E S18	James T. Jensen, et al., 34.1 acres Larue W. & Pete Pessetto, 4.5 acres
T14S R9E S12	Boyd L. Marsing Family Partnership, 183.23 acres Utah Department of Transportation, 2-604-3,6
T14S R9E S1	Boyd L. Marsing Family Partnership, 183.23 acres Boyd Kent Marsing, 1.85 acres

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

None available at this time. The nearest facilities are private businesses in Helper and Price.

CONFLICTING USES AND CONSTRAINTS WITH POSSIBLE MITIGATIONS

Busy traffic on State Highway 6.

VALUE

This trail is a vital link needed to connect the communities of Helper/Spring Glen, Carbonville and Price.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

ISTEA funding could be available for this type of project. UDOT Enhancement Funds allow bicycle/pedestrian routes to be developed.

Issues that will need to be answered before applying for Funding:

Trail Design

Will this route be used for daily transportation and commuting?

By how many people?

Will this trail contribute to the current transportation network? How much?

Before designing this project find out who is currently serving on the Utah Bicycle/Pedestrian Subcommittee. One of the current members is Joel Bingham of Bingham Cyclery, SLC.

Invite the Bicycle/Pedestrian Coordinator and Subcommittee members down for a tour of the trail system. Ask them the best design for a return loop back to Price from Helper.

To create a bicycle/pedestrian trail UDOT does not recommend anything within 30 of edge of roadway.

- or -

From the center line to edge of pavement might allow room for deceleration lane for bicycles.

UDOT wants to maintain a safe distance between pedestrian and vehicular traffic.

They would prefer a trail above or below the paved highway grade.

The best designation for a trail along this right-of-way is a designated bike lane.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

The Utah Department Transportation is currently writing a plan for bicycle/pedestrian lane in Utah.

A bicycle lane must for each direction of travel.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy

ACCESS

State Highway 6 in Helper or Price.

Wherever the trail intersects with a road a painted crosswalk must be laid on the road. Also 4 "SLOW-Pedestrian Crossing" signs must be put on the road, 2 at a safe distance, in each direction, from the crossing and 2 at the crossing.

The trail must also have 4 crossing signs warning recreationists of the road crossing.

LINK #5-PRICE RIVER PARKWAY-WELLINGTON EXTENSION

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

The City of Wellington is located on Highway 6 approximately 5 miles east of Price. Highway 6 still goes through the center of town which gives Wellington the perfect opportunity to attract visitors passing through. The City Park is located on the south side of the City near the center of town.

The park is the most logical place to develop a trailhead. There is ample room for parking and day use. It is also close to convenient stores and trails. Wellington is the easternmost point of access for the Price River Parkway. It is also a prime location for accessing BLM lands.

PRIVATE LANDOWNERS ON THE PRICE RIVER

T14S R11E S31 S1/2 SE1/4	Ben Blackburn
T15S R11E S6	Road is existing, north/south thru section. Notify property owners if a trail/trailhead is being developed at the end of the road.
T14S R11E S22 W1/2 W1/2	Litsa Sampinos & John H. Mahleres
T15S R11E S7 NW1/4 NW1/4	Nevada Power has 15' ROW S of Hwy 6 on rd.
T15S R10E S12 E1/2 E1/2	Many landowners
T15S R10E S1 SW1/4 NW1/4	Dave Cave et al D&RGW Railroad State Highway 6
SW1/4	Robert Lee Jenson Tr. LDS Church John K. and Suzan Critchiow
T15S R10E S2 N1/2	Dave R. Cave et al Roy D. Campbell et ux.
T14S R10E S35 SW1/4	David R. & Mildred C. Cave
T14S R10E S34 NW1/4 SE1/4	Lois Critchlow
NE1/4 SE1/4	David R. Cave et al
S1/2 SE1/4	Utah C.V. Credit Union
N1/2 SE1/4	Arthur K. Gayler
S1/2 SW1/4 SE1/4	Donald H. & Mindy L. Scott
W1/2 NW1/4	LDS Church
E1/2 NW1/4	Lois Critchiow
T14S R10E S27	D&RGW RR, County Rd. runs alongside RR
NW1/4 NW1/4	Mabel D'Ambrosio (major landowner of 1/4)
SW1/4 NW1/4	Dan M. & Linda Scartezina
NE1/4 NW1/4	Joseph A. & Marion F. Cha
SE1/4 NW1/4	John Huston
T14S R10E S28 NW1/4 NE1/4	Price City State Highway 6 ROW Utah Division of Wildlife Resources (.39 acres) Circle K Ranch Walker Inv. Co.
T14S R10E S20 N1/2 SE1/4	Many landowners

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

Restrooms and a picnic area are available at Wellington City Park Trailhead.
Services are available at nearby businesses.

SCENIC, HISTORIC AND OTHER VALUES

The River is scenic and tranquil. It would be the ideal link between the communities of Wellington and Price.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

There is an extensive existing road system from Wellington to BLM lands. The trails cover a lot of area and are a great opportunity for a variety of uses, both motorized and non-motorized. To date there are few conflicts on these routes.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

There is a good range for level of difficulty. The existing routes range from wide, level dirt roads from the City of Wellington to single track down to the Price River in the Mounds area.

ACCESS

State Highway 6, 6 miles East of Price. Wellington's City Park is on the right side of Main Street. Turn right after the park.

WELLINGTON TO KENILWORTH VIA THE AIRPORT

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

EXISTING &/OR REQUIRED SUPPORT FACILITIES

There are a few facilities on this route. The Airport has a 24 hour bathroom and vending machines. They are now developing a camping area for pilots. These campers would like access to nearby trails

SCENIC, HISTORIC AND OTHER VALUES

These dirt routes have been in existence for many years. They were originally used by early settlers. In recent years, they provide a variety of close to home outdoor recreation experiences ranging from: Rock hounding, watchable wildlife, etc.

NECESSARY CONSTRUCTION

There is a small section of trail which must be built, north of Wellington to connect the road from Wellington to public land north of town. The trail should be fairly inexpensive to develop. Approximately \$4,000.00 per mile.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

For safety reasons, a second trailhead may need to be developed in Wellington, north of State Highway 6. This way recreationists would not have to cross the highway. Another alternative: State Highway 6 crosses a wash in Wellington. This small underpass could be used as a crossing providing wash is dry.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

There are a variety of difficulty levels which can accommodate users of different activities and capabilities.

ACCESS

City of Wellington Trailheads.

- or -

800 N, East Price to the Carbon County Airport, then head southeast to access the City of Wellington or due east to access an extensive trail network which sits mainly on BLM land.

Trail follows around runway fence.

WELLINGTON TO EAST CARBON/SUNNYSIDE LINKAGE

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Primarily BLM. The corridor would run alongside Soldier Creek Rd. to Dugout, head east across Clarks Valley. A right-of-way will be needed just north of Hwy 6 in Wellington to access BLM land and dirt roads.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

A new trailhead is proposed at Wellington City Park. The only difficulty is how to get the trail users from the Park (south side of State Highway 6) to the East Carbon/Sunnyside Linkage Trails (north side of State Highway 6)

The City of Wellington is deciding if they also want a trailhead on the north side of the City. If is developed, the plans will need to consider building an accessible restroom.⁴¹

Parking, restrooms and picnic tables are available at the City Parks in Wellington and East Carbon.

There are also private businesses which could serve as support facilities in both Wellington and East Carbon.

CONFLICTING USES AND CONSTRAINTS WITH POSSIBLE MITIGATIONS

Most of the land in and around the immediate city limits of both Wellington and East Carbon is privately owned. Easements and/or right-of-ways must be obtained to access trails from the proposed trailhead areas within city limits.

SCENIC, HISTORIC AND OTHER VALUES

Access north of town to Airport and Historic 9-Mile Canyon Freight Road which leads east via a network of trails to E. Carbon/Sunnyside or west to Kenilworth.

Dugout Rd. off Soldier Creek Rd. also heads east towards E. Carbon/Sunnyside.

NEEDED CONSTRUCTION

Two gravel parking areas with extra space for trailer parking.

Cost of acquiring easements or right-of-ways through private land to access trails. If trails need to be built the generic cost for a dirt single track is \$3000 per mile (not including cost to purchase right-of-way).

There's a natural gas pipeline being developed in this area. This is one possibility for a new trail to E. Carbon.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

ATV, dirt bike, snowmobiles, horseback riding, mountain biking, hiking/walking.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Mainly unimproved dirt roads and two tracks with hills and washes.

ACCESS

Wellington

East Carbon/Sunnyside

East Price/Airport area

**CARBON COUNTY / WASATCH PLATEAU TRAIL SYSTEM
FOR HIGH CLEARANCE VEHICLES**

CEDAR RIDGE

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

BLM land with some private land in the area.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

None. The nearest support facilities are located in Wellington.

SCENIC, HISTORIC AND OTHER VALUES

Cedar Ridge is located in the far eastern half of Carbon County. Cedar Ridge is on the boundary of the Desolation Canyon Proposed Wilderness Area. It is high elevation and overlooks the Green River and Desolation Canyon.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

Established road

Signage needed

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This dirt road is an out and back experience. It will continue to be open to motorized vehicles. This road is so far from communities and facilities there does not seem to be any user conflicts.

The Cedar Ridge area is popular with hunters. As in all areas, users should be familiar with outdoor safety.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Not recommended for low clearance vehicles.

Difficulty dependent on weather conditions. Not recommended when wet.

ACCESS

via Nine-Mile Canyon.

Link #1

PINNACLE PEAK/GORDON CREEK/CONSUMERS ROAD LOOP

The Gordon Creek area, located in the west central part of Carbon County, is situated at the eastern base of the Wasatch Plateau.

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL SYSTEM

(a.k.a.: Interagency Loop)

The primary land owner in this area is the State of Utah. The Division of Wildlife Resources oversees the Gordon Creek Wildlife Management Area. This Area is primarily used as big game winter feeding ground. There will be particular regulations for recreation use in this area.

The BLM owns land to the east of the Wildlife Management Area.

The Forest Service owns the land to the west.

PRIVATE LAND PARCELS

T14S R9E S13 N1/2 NW1/4
 N1/2 NE1/4

T13S R8E S32

S1/2 N1/2
SW1/4
N1/2 SE1/4
SW1/4 S1/4
SE1/4 SE1/4

There is at least a portion of private property in each of the following:

T14S R9E S14	T13S R8E S32
S20	S34
S19	S35
S36	
T14S R8E S29	T13S R9E S31
S20	S32
S19	S35
S5	S36

From the above listing a person can note there the amount of private land on this loop. "The Interagency Loop Road" is listed as an RS2477 County Road. This means there should be public access along this roadway if it is enforced.

EXISTING OR REQUIRED SUPPORT FACILITIES

No facilities available at this time. There is some parking along Consumers Rd. Supplies and restrooms are available at Price, Helper and Scofield.

The Forest Service maintains a trailhead at the bottom of Second Water Canyon. This trailhead serves as a parking area for Castle Valley Ridge trails. This non-motorized trail system is located on the Manti-LaSal National Forest.

There would be a need for two trailhead parking areas on the edge of Price.

Each Trailhead should be graveled, signed, have a restroom and loading ramp.

CONFLICTING USES AND CONSTRAINTS WITH POSSIBLE MITIGATIONS

A large portion of this area is managed by the Utah Division of Wildlife Resources as big game winter range. The area is called the Gordon Creek State Wildlife Management Area. A few biologists have voiced concern regarding recreationists the animals being stressed during winter months. After meeting with these Biologists it was decided the trails in the area could probably be used with some date restrictions. The Area will be closed for use November 1 - April 15.

The management plan for this area will probably be more complicated than other corridors. With proper signage and education as to why the area is closed during certain seasons there is no reason the area cannot be open to the public. Recreationists in this area will have to stay on designated trails.

EDUCATION

Public education will be necessary for this trail corridor. The public must understand the land's primary use is for protecting big game. This area could be a great spot to start a "Watchable Wildlife" campaign.

A parking area with signs on the Eastern edge of the Management Area could interpret a couple major points:

Why the area is important for wildlife

The animals and humans role in the ecosystem and how we can best coexist together.

Brent Stettler, Division of Wildlife, Information and Education stated he would help design the narrative and graphics for such a kiosk or sign. He doubted the Division of Wildlife any funding to put towards such a project. It seems a partnership on the "Interagency Loop" may be the most effective method to obtain funding for such signs.

ENFORCEMENT

This area should be enforced by Utah Division of Wildlife Conservation Officers on a regular basis to ensure recreationists are adhering to posted regulations regarding this sensitive area.

SCENIC, HISTORIC AND OTHER VALUES

This area is very scenic. It is where the western edge of Castle Valley and mountains meet. The mountains rise steeply from the valley floor providing a distinct backdrop. Deer are often seen feeding among the cedar and pinion trees or on the bench lands.

The three coal camps of National, Consumers and Sweets were formed in the early 1920s. All are located near each other in Upper Gordon Creek. In some areas there are still buildings and walls standing.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

Signage for two interpretive signs

Two gravel pulloffs

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

This area is vital to both wildlife and people. It is a true "interagency" road involving BLM, State of Utah and Forest Service lands.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

The trails which run through Gordon Creek Wildlife Management Area are for foot power only. This means hikers and horseback riders.

On the other hand, the Interagency Loop corridor is suited for both motorized and mechanized vehicles. Primarily ATVs, dirt bikes and mountain bikes. This loop is approximately 38 miles and may not be the most ideal for bikes, given the distance, road surface, competing uses, etc.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy. Road closed November 1. - April 15.

ACCESS

Pinnacle Peak Road: Go west of northernmost Price exit off State Hwy 6. Go past Day's Inn and the hospital. At the second stop sign turn left onto Gordon Creek Road. Turn left onto dirt road (Pinnacle Peak Rd.).

Consumers Road: Just north of Spring Glen turnoff and golf course. Off State Highway 6.

MOTORIZED WARM WEATHER DIRT BIKE, ATV TRAILS

Link #1B

SPRING CANYON TO BEAVER CREEK

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Combination Rails-to-Trails, County Road and RS2477 Class D County Road. Utah Railway Section

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Existing support facilities are available at the beginning of Spring Canyon in Helper.

SCENIC, HISTORIC AND OTHER VALUES

Spring Canyon is one of the first areas lived in by the early settlers.

In its heyday there were quite a few coal mines and company towns. Stories still live on.

NEEDED CONSTRUCTION

Spring Canyon Road is in poor condition for "pleasure driving". The Utah Railway Railroad bed still intact. This corridor would be great for outdoor recreation activities if the tracks and pavement were removed.

Spring Canyon Rd. is an RS2477 County Road. The corridor should be open to the public. There are currently issues regarding a gate on the Spring Canyon Rd.

MINUTES FROM MEETING WITH UTAH RAILWAY

April 25, 1995

At: Helper Depot

Contact: Utah Railway Company
John E. West III
Executive Vice President
William Callor, Jr.
Division Engineer
340 Hardscrabble Rd.
PO Box 261
Helper, UT 84526
472-3430

In 1921 the earthwork was completed and tracks were laid for this line. The land was originally purchased from Utah Terminal. The right-of-way ranges from app. 50 feet to 200 feet.

Utah Railway is very interested in selling this corridor for a rails-to-trail project. They do want a higher profile in the community and may donate a portion of the land, but Utah Railway would like to obtain money in the exchange.

I indicated to John and Bill I was just writing this plan to give ideas to the County regarding trail planning and how good an idea I thought it was.

They xeroxed quite a bit of literature for me regarding the Railroad Line. One Rails-to-Trails booklet seems quite interesting. It tells the Company, step-by-step how they m'. be able to convert their railroad line to a trail.

Utah Railway is officially abandoning this line. They are currently in the formal abandonment process and have had an abandonment number assigned to them. There has been no coal traffic on the line since 1977. They have been working on abandoning the line since 1985.

It seems ISTEA money can be used for tearing out track and helping a community purchase former railroad corridors. I explained to them the deadline for funding has already passed for this year, and they should apply late next fall. Hopefully Carbon County Future or CC Recreation will see the applications when they come out so we can get the ball rolling on developing this rails-to-trail.

Kevin Christopherson, Division of Wildlife Resources, informed the Trails Committee public utility corridors have been given tax breaks in the past for creating wildlife habitat.

One idea: Utah Railway can rip up the track, create wildlife habitat, sell it to Carbon County and create a County Park Preserve.

Utah Railway has given Carbon County input on what their agency would want designed in such a trail. They thought it would be important to include historical markers and interpretive signs at old mining towns and other points of interest.

ISTEA funding could be available for purchasing this property and renovating the former railroad line into a usable trail.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

With proper education, information and signage, this trail could be suited for both motorized and non-motorized use with little potential for conflicts.

If trail use were to become very popular this trail may be a good opportunity to schedule opposite days of the week are motorized or non-motorized.

This trail is important to recreationists for it links communities to Forest Service land west of Scofield Reservoir.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy. Gradual grade the entire distance.

ACCESS

West of Helper.

Head north on Highway 6, left at Texaco.

Road: Initially paved. Ends after approximately 1 mile.

Tracks:

Link #2

NATIONAL TO SCOFIELD CORRIDOR

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

National to Scofield is all private land and there is currently a locked gate across the route. The road is RS2477 Class D County Road. This road should be open for public access

EXISTING &/OR REQUIRED SUPPORT FACILITIES

No support facilities currently exist on the trail. The nearest convenience stores/gas stations are one convenience in Scofield, and other stores in Helper and Price.

SCENIC, HISTORIC AND OTHER VALUES

This trail has great value. It provides a direct link from adjacent communities to public lands.

National and Scofield both contain an enormous amount of mining history which is still evident today.

NECESSARY CONSTRUCTION

Signage

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This link begins 11 miles from Hwy 6, Spring Glen. There will probably be few hikers or mountain bikers on this trail system due to its distance. There seems to be little chance for conflict between parties of differing use.

If conflicts occur, the highest and best use for this trail is motorized, OHV. Non-motorized outdoor recreationists already have access to Forest Service land from Carbon County communities via the Second Water Trailhead.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy to more difficult. The road may need improvement in spots. This road may become impassable when wet after storms and during spring runoff.

ACCESS

Consumers Rd. to National. The turnoff for National is on the right side of Consumers Rd. app. 11 miles from State Hwy. 6. Go by remaining building in National heading northwest for app. 1 mile, then due west.

Scofield entrance. Head east from town of Scofield just north of Winter Quarters Canyon. Cross railroad tracks, head south, pass radio tower, eventually head east.

OFF HIGHWAY VEHICLES

Link #3

SCOFIELD TO SKYLINE

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Private land along the west side of Scofield reservoir. Paved County Road. A trail will need to be developed along the west side of the right-of-way for O1-IV's. A few vacation home owners in the area regularly use ATV's and snowmobiles. They indicated people desire a more extensive trail system from Scofield to surrounding areas.

It is approximately 5.5 miles from the Town of Scofield to the Forest boundary. The recreationist will enter the Forest on a 4-wheel drive road at Bear Canyon/Bear Ridge.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

There is a restroom at Fish Creek Trailhead, which is located app. 2 miles off this trail.

A convenience store in Scofield sells gas, food and has restrooms. This would be a handy stop for recreationists. The Town of Scofield may want to develop a right-of-way for OHVs to access local businesses from this trail system.

SCENIC, HISTORIC AND OTHER VALUES

Scofield has a rich mining history. The trail could pass by the cemetery to inform recreationists of the Winter Quarter's mining disaster of 1900.

DEVELOPMENT NEEDS

Signs

Dirt OHV right-of-way on side of paved County Road.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This trail could be used by any activity. Due to its great length it is best suited for motorized OHV use.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy to more difficult depending on dirt road conditions.

ACCESS

Highway 96 to the Town of Scofield. Routes in either direction take off from side streets in town.

Link #4

N.SKYLINE DRIVE (see 4WD Tours P.)

Link #5

N. SKYLINE DRIVE/MILLER'S FLAT CORRIDOR

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

Majority of land is owned by the Forest Service. There are a few parcels of private land along the route where easements must be developed.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

A parking area and restroom are located at Beaver Dam Reservoir (also known as CC Ponds).

SCENIC, HISTORIC AND OTHER VALUES

N. Skyline contains a portion of the Great Western Trail. Linking N. Skyline with Miller's Flat Road will be a great attraction for OHV use for riders can start in one of the Carbon County communities and ride almost the entire length of the Manti Plateau.

Motorized users state they want long distance trails. With this trail corridor users will be able to connect to other trail systems.

DEVELOPMENT NEEDS

App. 3.5 miles of trail would need to be constructed from Hwy. 31 at the top of Spring Creek Canyon. Most of the trail would be constructed on old logging trails. This will reduce construction costs, a rough trail currently exists and there should not be much timber to remove from corridor.

There is also a need for crossing signs at two different locations where the trail crosses highways. The signs would have to be located on both the trails and highways to warn all users of an upcoming crossing.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

USDA Forest Service, Manti-LaSal National Forest, Ferron/Price Ranger District. State of Utah, Division of Natural Resources, Parks and Recreation, OHV Funding.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This trail can be used by all user groups from OHVs to nonmotorized activities.

This trail may be heavily used by OHVs, especially weekends and holidays. Therefore it is not recommended as a hiking.

The Spring Creek section of this trail is a long, gradual downhill and would make an excellent cross-country ski and snow shoeing trail.

It is anticipated snowmobiles will want to traverse the Spring Creek Trail. For winter, motorized sports enthusiasts another trail is being planned off S. Skyline down Lake Canyon to Miller's Flat Rd. This trail is just south of the Spring Creek Trail.

If user conflicts should occur in the future the best use for this long distance trail is motorized. If necessary, the trail could be open to nonmotorized activities a day or two per week.

A motorized group from the area may want to participate in the Adopt-A-Trail program to assist in trail construction, signage and maintenance.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

More Difficult. There are a few long slopes on this trail.

Riders must cross both Hwy 264 (Eccles Canyon Scenic Bay) and Hwy 31 (Huntington Canyon Scenic Byway). Crosswalks with signs will be constructed at both intersections.

ACCESS

There are many trailheads to access this trail system.
Scofield will be the nearest community with a parking area.
There are three snowmobile trailheads:

Intersection of Skyline Drive and Highway 264
Highway 31, east of the turnoff for S. Skyline Drive at Spring Creek.
Intersection of Miller's Flat Road and Highway 31

HARVEY'S RAILROAD TRESTLE LOOP**LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL**

BLM land, private. The Division of Wildlife Resources owns the Gordon Creek Wildlife Management Area which is located west of this loop. Use restrictions will apply in this area.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Trailhead is needed at Pinnacle Peak Road.

SCENIC, HISTORIC AND OTHER VALUES

Coal Mining
Railroad Trestle

DEVELOPMENT NEEDS

The trail system is already in place. It needs to be marked and mapped. Steve Christensen, Director of Carbon County Recreation has received funding from State Parks and Recreation to designate this loop as part of a community-wide trail system. Mr. Christensen believes he can utilize local trail users and youth from The Lighthouse as volunteers to designate this trail.

This trail needs a gravel trailhead parking area, loading ramp, a trailhead sign, and a restroom.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Harvey's Railroad Trestle Loop is an interesting multiple-use trail.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

More difficult for OHVs, mountain bikes, hikers. There are a few hills. The two track has uneven surfaces, users must watch their footing.
Easy for horses.

ACCESS

West of Price behind Castle View Hospital. At third stop sign, make left onto Gordon Creek Rd. Make left onto dirt Surfaced Pinnacle Peak Rd.

MOTORIZED WARM WEATHER DIRT BIKE AND ATV TRAILS

FAIRGROUNDS/PINNACLE PEAK FLATS

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Carbon County Fairgrounds

CONFLICTING USES AND CONSTRAINTS WITH POSSIBLE MITIGATIONS

Many roads have been developed for oil and gas development. This area is currently used by heavy trucks and not currently recommended as a trail system. In the next five years the roads may receive less truck traffic and be better suited for an ATV/OHV area (See long-term implementation plan, phased in over the next twenty years).

SCENIC, HISTORIC AND OTHER VALUES

This is a large, fairly flat area fairly close to town which would be perfect for use as an ATV playground.

DEVELOPMENT NEEDS

Many of the dirt roads are already in place.

Signage

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

It is suggested in this Trail Plan that part of the mitigation measures for gas well development be designing this area as an ATV/dirt bike playground. If the company already has heavy equipment in the area it should not take more than a day to create a few single tracks for each activity.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This area is not recommended for use at this time due to construction and truck traffic. The exception may be Sundays when the trucks are not running.

Once the “play area” has been developed it should be open to motorized use only.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

At this time the level of difficulty for the area is easy. The roads are wide and fairly level.

If the “play area” is developed it should include a variety of difficulty levels.

This area should not be designated or promoted until the gas well development is completed and mitigation measures have been finished.

ACCESS

Southwest of Price on State Highway 10.

NON-MOTORIZED MULTIPLE-USE CORRIDORS

Most Suitable For: Hiking, Mountain Biking, Horseback riding, Cross Country Skiing

FISH CREEK NATIONAL RECREATION TRAIL

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

USDA Forest Service

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Restroom, parking, picnic tables, fire pits and corral available at Fish Creek

Trailhead located on the w. side of reservoir.

This trail and trailhead are already existing and well used by fishermen, horseback riders, hikers and mountain bikers. The trailhead/day use area, the trail itself and the fishing are all excellent.

Access to the trailhead can be most difficult. The dirt road is single lane without turnouts and impassable when wet. These current problems should be corrected in 1996. Carbon County and the Forest Service have recently agreed to reconstruct this road, including gravelling, improved drainage, and turnouts.

SCENIC, HISTORIC AND OTHER VALUES

Solitude, Good Fishing, lush river bottom vegetation

Broad canyon bottom filled with willows and sagebrush.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This trail system offers a variety of long-distance options if a car shuttle is used.

A popular trip is to travel, from N. Skyline Drive (the upper end of the trail) to Fish Creek Campground. This is approximately 10 miles one way with a gradual downhill.

Loop Bicycle: From Fish Creek Trailhead west of Scofield Reservoir, Head west on Fish Creek Trail, one can then go north from C Creek 1.5 miles to Fish Creek Ridge and drop down another .75 to Pondtown/Bear Creek, traveling downstream about 6 miles to a dirt road at the mouth of Pondtown Canyon.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

More to most difficult for mountain bikes. Rolling Terrain, narrow single track. Trailside vegetation/tall grasses can hinder travel.

Easy travel for horses

More difficult for hikers

Stay off private property near Fish Creek. Quite a few owners have fences and no trespassing signs marking their property.

ACCESS

North Skyline Drive or west side of Scofield Reservoir. Take State Highway 96 to the town of Scofield Cross the railroad tracks, immediately turn right as Hwy 96 bends towards the left. Make another right and follow the road north around the west side of the reservoir. At approximately 4 miles, an unimproved road branches off uphill and to the left. This road heads up the south side of Fish Creek for 1.5 miles before ending at the trailhead. Call the Forest Service Office in Price for road conditions.

A directional sign is needed at the turnoff from the County Road on the west side of Scofield Reservoir.

CASTLE VALLEY RIDGE TRAIL SYSTEM

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

Most of the land is on the Manti-LaSal National Forest, Ferron/Price Ranger District.

The northern most 2 miles of Nuck Woodward Road from the community of Clear Creek has private land on both sides of the road.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

The trail system has two trailheads.

East Side-Second Water Trailhead provides parking for vehicles and horse trailers and areas to tie-up and unload horses.

South Side-Nuck Woodward Trailhead provides parking for vehicles and horse trailers, areas to tie and unload horses, an accessible toilet and a horse mounting facility for the physically challenged.

North Side-Clear Creek. A trailhead and facilities are needed at this access point.

SCENIC, HISTORIC AND OTHER VALUES

The Castle Valley Ridge Trail System offers hikers, bikers and horseback riders access to some of the most breathtaking scenery on the Wasatch Plateau. The trails are between 7,500 and 10,000 feet in elevation.

ESTIMATE OF CONSTRUCTION COSTS

Clear Creek Trailhead

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Carbon County and the Forest Service again have the opportunity to work together to obtain funding to develop Clear Creek Trailhead.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Nuck Woodward Road is open to motorized travel. No motorized vehicles are allowed on this trail system. As on the rest of the Forest vehicle travel is restricted to designated forest roads. Free travel maps can be obtained at the Ferron or Price Forest Service Offices.

All trails are open to foot, horseback and bicycle use. When combined with 11 miles of interconnected single track dirt roads, a 35-mile trail system is available for public use and enjoyment.

This trail currently receives very little use. There are no conflict problems and none are anticipated with future users. Users will have to respect others. Accepted trail etiquette is bikers yield to hikers and horses, and hikers yield to horses

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

G = Green easy
BI = Blue more difficult
B = Black most difficult
NR = not recommended

Trail Name	Length (miles)	Elevation		Difficulty Rating		
		Gain	Hike	Bike	Horse	
Second Water Canyon	4	1840	B	NR		B
Castle Valley Ridge	9	1200	B1	B1		B1
Short Canyon	2.4	1800	B1	B		B1
Sawmill Canyon	4	640	G	B1		B1
Corner Canyon	2	1600	B1	NR		B1

ACCESS

Access to the trail system is available from three directions:

East Side-Second Water Trailhead is located 17 miles west of Price. It can be reached via Consumers or Pinnacle Peak County Roads and Forest Road (FR) 011.

South Side-Nuck Woodward Trailhead is located 21 miles northwest of Huntington on Utah Highway 31. Travel 1 mile north of Highway 31 on gravel surfaced FR110.

North Side-Clear Creek is located south of Scofield on Utah Highway 96. From Clear Creek FR 110 or 257 can be used to access trails.

Each of these roads may contain lengthy segments of natural dirt surfacing which are generally passable by two-wheel drive, high clearance vehicles. However, travel in this area can virtually impossible during storms or snowmelt periods.

RAILS-TO-TRAILS ECCLES TO CLEAR CREEK ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

This corridor is owned by the railroad. IC is currently in poor condition and would need to be condemned, the tracks ripped up and the area reclaimed.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

The following amenities are available in Scofield: Campground, convenience store/gas station, bar.

SCENIC, HISTORIC AND OTHER VALUES

The railroad is both scenic and historic. It follows the creek as it winds through a spruce forest. The railroad was built to haul coal out of the Clear Creek area.

DEVELOPMENT NEEDS

This project is not high priority in the Trail Plan. It will cost a great deal of money to reconstruct. Clear Creek Rd. follows the tracks and it does not get much traffic.

The rails-to-trails project would have to be a partnership between the railroad, Clear Creek residents/home owners and Carbon County. It is recommended the railroad officially abandon the corridor and rip up the tracks. Ideally, the land could be donated or sold to the County for a minimal fee. Just a quick survey of the corridor shows it has not been maintained for many years. In a couple locations the creek has even washed out the land under the tracks.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

The County uses the side of Highway 96 for recreation access. It is currently accessible by all recreationists except OHV. Since Castle Valley Ridge is a non-motorized trail system there appears to be no need to make this area accessible to OHV traffic.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

OHVs, 4 wheel drives can ride Nuck Woodward Rd. from Clear Creek to Hwy 31. But, it is only 8 miles one way. The road is very narrow in spots and can become quite muddy. The County should not designate a motorized trail to this area.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

The grade from the intersection of Highway 264 to Clear Creek is fairly gentle. It is a scenic area. The road follows the stream through a narrow canyon. The hills on either side of this highway are lined with evergreen trees.

ACCESS

From Scofield, continue on Highway 264 to sign for Highway 96. Make a left at this intersection. It is approx. 3 miles to Clear Creek on Hwy 96.

TURTLE CANYON

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT PLAN

Bureau of Land Management and Private Land.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

None.

The nearest facilities would be a gas station, convenience store on Hwy. 6.

SCENIC, HISTORIC AND OTHER VALUES

This route is one of the most accessible routes to the Green River. The last 1/2 mile does not allow motor vehicles.

DEVELOPMENT NEEDS

The trail would need signs before designation.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

The BLM would like to see this trail be non-motorized. The trail is rough in places. It would be good for horseback riders and mountain bikers. It is a long way for hikers.

Most hikers would prefer to drive to the end of the Turtle Canyon Road, and then walk the rest of the way in.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Dirt road, not well maintained.

ACCESS

Take Hwy 6 South from Wellington to intersection for Horse Canyon. Make left at intersection. Trail will be on right side.

HIAWATHA TO OLD MILLER CREEK RAILROAD GRADE ~~~~~

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

At the top of the trail from Hiawatha the land is private. The middle section of the trail is Bureau of Land Management, intermixed with private land. The lower section of the old railroad grade is State land.

There is currently natural gas exploration and drilling on the State land.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

None.

The nearest support facilities are located in Price or Huntington.

SCENIC, HISTORIC AND OTHER VALUES

The trail is located on a bench overlooking the Castle Valley.

This is an old railroad grade from the old company town of Hiawatha. The railroad tracks have been removed and the grade is now a good trail.

DEVELOPMENT NEEDS

Designation and signs.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This trail can be designated for multiple use. The highest and best use for this trail is mountain biking as half of the loop is on a paved highway and inaccessible to OHVs.

If a recreationist were to do a loop with this trail and the old Hiawatha Road, Highway 122, they would have to ride on the pavement for 1/2 the ride. The loop is app. 11 miles. It is recommended that recreationists riding the loop begin on Highway 122 where the Wattis Rd. turns off to the right. Ride up Hwy 122 first and come down on the railroad grade.

Another option is to use a car shuttle and ride from the top, Hiawatha, to Highway 10. This is all, downhill.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Intermediate. There is a steady grade on this ride. If a person completes the loop, the Highway 122 portion of the ride is uphill.

ACCESS

Drive app. 7.5 miles south of Price on Hwy. 10. Turn right at sign for Hiawatha.

NON-MOTORIZED, NON-MECHANIZED TRAIL CORRIDORS

PRICE CANYON RECREATION AREA SELF-GUIDED NATURE TRAIL **LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL**

Bureau of Land Management

EXISTING &/OR REQUIRED SUPPORT FACILITIES

This is a developed fee area which offers a campground and day-use area with restrooms, picnic tables, fire rings, hibachis, a self-guided nature trail and parking.

SCENIC, HISTORIC AND OTHER VALUES

The trail offers views of surrounding ridges in addition to increasing a person's awareness of this area's ridge top vegetation. The trail user can stand amidst very old and gnarly bristlecone pine and limber pine.

ESTIMATE OF CONSTRUCTION AND MAINTENANCE COSTS

Already existing

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Non-motorized, non-mechanized.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Narrow, rocky trail. Steep in spots.

ACCESS

North on Highway 6 from Helper. Travel up Price Canyon. The facility is on the left and marked with a large BLM sign. Trail is at the far end (west) of the developed area.

LEFT FORK OF HUNTINGTON NATIONAL RECREATION TRAIL **LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL**

USDA Forest Service

EXISTING &/OR REQUIRED SUPPORT FACILITIES

Restrooms, parking, fee camping/day-use, including picnic tables and fire pits, available at Left Fork of Huntington Campground.

In 1996 a trailhead will be developed on Miller's Flat Road.

SCENIC, HISTORIC AND OTHER VALUES

Pristine environment, good trout fishing, follows the Left Fork of the Huntington Creek.

ESTIMATE OF CONSTRUCT: N AND MAINTENANCE COSTS

New trailhead \$5,000

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

State of Utah, Department of Natural Resources, Parks and Recreation.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

A gentle climb up the Left Fork of Huntington Creek. Best Suited For: Hiking, fly fishing, horseback riding, snow shoeing, cross country skiing, jogging.

DECREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Easy. App. six miles one way.

ACCESS

Trailheads are located at either end of the trail.

The upper trailhead is on Miller's Flat Road, off State Highway 31.

The lower trailhead is at the end of Forks of Huntington Campground.

Drive 20 miles south of Price to Huntington on State Highway 10. Turn right on State Highway 31 at sign for Huntington Canyon. Drive approximately 18 miles, make left at USFS sign for Forks of Huntington Campground. Drive up the Left Fork Road .5 miles to the end of campground to trailhead.

Trail Description from Left Fork of Huntington Trailhead:

The 10,000 foot peaks of Candland Mountain are located to the northwest. This trail cuts through a pristine semi-primitive road less area containing beautiful stands of spruce-fir, white fir and Douglas fir. Several small springs enter from both sides of the creek. 4 1/2 miles from the trailhead, the narrow canyon widens to form a broad valley with sagebrush and aspen covering the slopes.

As you pass along the trail through the broad valley you are looking down into a spectacular gorge which contains the Left Fork of Huntington Creek.

NON-MOTORIZED, COLD WEATHER, CROSS COUNTRY SKI TRAILS

AVINTAQUIN AND WEST FORK WILLOW CREEK

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

Forest Service and private land.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

Avintaquin Campground is run by the Ashley National Forest. It is a developed facility that has restrooms, parking, etc.

SCENIC, HISTORIC AND OTHER VALUES

Avintaquin Campground is on Reservation Ridge. It is timbered and scenic. The ridge top offers spectacular views.

DEVELOPMENT NEEDS

Costs should be fairly minimal. The main cost would be for marking the trail.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

Though the campground and trails are located in Duchesne County they are quite accessible to the communities of Carbon County. The Ashley National Forest could join the Carbon County Trail Partnership.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

Cross country skiing, snow shoeing. The terrain on these ridge tops is rugged. I do not suggest snowmobile trails in the immediate area with the exception of the road running along the top of Reservation Ridge.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

Users should be instructed to stay on the trails. With the steep terrain a variety of trails could be developed with varying levels of difficulty.

ACCESS

North from Helper on Hwy. 6. Turn right at Castle Gate Power Plant, Hwy. 191. Travel approximately 11 miles. Road will be on left side, just before Forest entrance Sign.

CANYONS LOCATED EAST OF KENILWORTH

Cordingley, Airad, Left Fork, Right Fork and Straight Canyons - Off the Airport/Kenilworth Loop (snow permitting)

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

Bureau of Land Management and Private Land.

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

The nearest existing support facilities are in Helper and Price.

SCENIC, HISTORIC AND OTHER VALUES

The Bookcliffs are rugged and can make travel a challenge. There are small old coal mines in these hills.

This would be a good area to develop, for it would bring recreationists to Kenilworth. A sign about the town's history could be placed near the trailhead (which is located at the beginning of town).

DEVELOPMENT NEEDS

These roads already exist. Easements across private land would need to be granted.

A trailhead could be developed in Kenilworth near the mailboxes. There is already sufficient parking in this area. Signs and trail markers would need to be installed.

IDENTIFICATION OF POTENTIAL IN-KIND SOURCES FOR CONSTRUCTION, MAINTENANCE, MANAGEMENT

A partnership could be developed between Carbon County, the City of Kenilworth, the City of Helper and Anadarko Gas Co.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

It would be difficult to make these trails accessible to snowmobiles due to a shallow snowbase (if any). The first part of the trail tends to become quite muddy at times.

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

The degree of difficulty will vary with each trail and how far the individual user chooses to travel. Each trip will be an out-and-back.

ACCESS

From Price: Travel north on Hwy 6, make right on Hwy. 244 (across from Golf Course). Travel app. 1.5 miles to Hwy. 157, Kenilworth Rd. Make right at this intersection. It is app. 3.5 miles to the trailhead and Kenilworth.

NUCK WOODWARD RD. (see Castle Valley Ridge, p.30)

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT TRAIL

USDA Forest Service and Private Land. The northernmost two miles of the road from Clear Creek is crossing private land. The rest of the road is owned and managed by the Forest Service.

EXISTING &/OR REQUIRED SUPPORT FACILITIES

In 1996 a hardened surface parking area and restroom will be developed at the intersection of Highway 31 and Nuck Woodward Rd. This construction is part of the Scenic Byways Interpretive Plan and Stuart Guard Station Visitor Interpretive Center Plan.

There is another restroom 1 mile in on Nuck Woodward Rd. at the Castle Valley Ridge Trailhead.

SCENIC, HISTORIC AND OTHER VALUES

The Nuck Woodward Rd. and Castle Valley Ridge are quite spectacular. The ridges rise sharply from Nuck Woodward Canyon.

DEVELOPMENT NEEDS

The parking area will be surfaced by the Utah Department of Transportation. The restroom will be installed with funds provided by ISTEPA, Emery County, the Forest Service and other partners.

This area is managed by the Ferron/Price Ranger District.

MULTIPLE-USE OPPORTUNITIES AND MANAGEMENT STRATEGIES

This area's highest and best winter use is non-motorized. The Trail Committee recommends this route be designated a cross country ski, snowshoe trail only. Nuck Woodward is one-way, out-and-back. Near the ridge top the drifts get too large for a snowmobile to safely negotiate.

This would not be a very long snowmobile outing for the average person. The trail is approximately 8.5 one-way.

DEGREE OF DIFFICULTY FOR SERS, RESTRICTIONS, ETC.

The first mile of trail is relatively easy with a very gradual uphill. Once the skier passes the Short Canyon Trail though the slope becomes greater.

Easy. Beginner ski trail to Nuck Woodward Trailhead and back.

More difficult to most difficult depending on snow conditions for the rest of Nuck Woodward Rd.

ACCESS

From Price: Take Highway 10 south to Huntington. Take right onto Highway 31 in Huntington. Travel app. 18 miles to Stuart Guard Station. The parking area is immediately following the Guard Station, on the right.

NON-MOTORIZED, COLD-WEATHER, SNOWMOBILE TRAILS **SCOFIELD TO MILLERS FLAT TRAIL CORRIDOR**

Beaver Dam Ridge Rd. north along Hwy. 31 to S. Skyline, Lake Canyon to Miller's Flat (see CC/Wasatch Plateau Trail System, beginning on p.44).

SUNNYSIDE TRAIL SYSTEM

LAND OWNERSHIP AND REQUIREMENTS TO IMPLEMENT THE TRAIL

Private Land and Bureau of Land Management

EXISTING AND/OR REQUIRED SUPPORT FACILITIES

Amenities available at both Sunnyside and East Carbon.

SCENIC, HISTORIC AND OTHER VALUES

As the visitor travels through East Carbon and Sunnyside they feel as if they have stepped back in time. There are many reminders that coal mining is the reason people settled this area.

The trails have been used by locals for snowmobiling for many years. There is quite a network of existing trails.

A designated, publicized trail system could bring more visitors to this area of Southeastern Utah, but do they have the infrastructure to handle it?

DEVELOPMENT NEEDS

Easements would need to be developed across private land.
Signage

DEGREE OF DIFFICULTY FOR USERS, RESTRICTIONS, ETC.

This trail network is quite extensive. With a little development it could offer a great variety of experiences and difficulty levels.

ACCESS

From Price: Take Highway 6 South, through Wellington, to Highway 123, take left. After turn it is approximately 9 miles to East Carbon, Sunnyside. Continue on same road to trailhead.

6. IMPLEMENTATION PLANS

Once a plan is written it must be carried out. Who will be responsible for this in the likelihood no one will be hired as a Trails Coordinator?

Suggestion: The Carbon County Trails Committee. A County representative should be nominated to Chair this Committee. It could be someone from Carbon County Recreation, Carbon County Travel Council or the County Planning Department who could schedule meetings whenever he/she determined necessary. E.g.: Prior to designation of a new trail which lays on interagency properties.

The Trails Committee can still gather on an informal basis to discuss the trail system, evaluate progress of the Plan, make necessary changes, and proceed with trail designation and maintenance duties. The Trails Committee would be capable to secure any of the following implementation strategies.

EASEMENTS

Developing recreation opportunities in communities will require both local government and private landowner involvement to simplify land acquisition and easement financing processes. An easement is a resource or land protected to assure public access.

PUBLIC RIGHT OF-WAY REQUIREMENTS

The County must have set policy and guidelines for property owners in regard to easements. Liability is a common concern among landowners. Carbon County should establish a type of Landowner Liability Law which facilitates the use of private property. Fortunately, liability has not been much of a problem on multi-use trails, primarily due to recreational-use statutes (RUS). Under these statutes no landowner is liable for recreational injuries resulting from mere carelessness. If a landowner has not invited a person onto his property or charged a fee, the case is probably not liable in court.

To recover damages, an injured person needs to prove "willful and wanton misconduct on the part of the landowner". However, if the landowner is charging a fee for access to his or her property, RUS does not apply. RUS does not prevent landowners from being sued, but it will grant them certain protections.

Regulations can help assure the property owner if a recreationist is allowed on the property he/she will stay on the trail. Also, if the trail user wanders off the trail he/she is trespassing. The Trails Committee suggests the Carbon County Attorney research these statutes.

Right-of-ways could be used for ATVs and dirt bikes to access needed facilities. This access would be located alongside &/or across public roads. E.g.: Access to grocery Stores and gas stations for long distance rides. Possibly a partnership between Federal agencies, local government and local businesses, could purchase lands to connect communities to the trails. A good example is Swift's Texaco on the corner of 8th North St and Cedar Hills Rd. OHVs can legally cross the paved street to the parking lot, but they cannot ride alongside the paved streets.

INCENTIVES TO OBTAIN AND PURCHASE EASEMENTS

Rivers, trails and greenway corridors are traditionally recognized for their environmental enhancement, recreation values and aesthetic appearance. These corridors have the potential to create jobs, enhance property values, expand local businesses, attract new or relocating businesses, increase local tax revenues, decrease local government expenditures and promote a local community (Economic Impacts of Protecting Rivers, Trails and Greenway Corridors).

Quality of life was the third most important factor in locating a business, according to an annual survey conducted by Cushman and Wakefield, 1989.

PARTNERSHIPS

Partnerships and the Memorandum of Understanding (MOU) are proving to be critical to future trails development. The US Forest Service manages western areas at higher elevations. The Bureau of Land Management manages intermediate elevations on the eastern side of the County and non-private lower elevations. The State of Utah manages State Trust Land, State Wildlife Management Areas and State Parks. Once a person considers that other government agencies manage traffic corridors and populated areas the need for joint planning is shown to be critical.

An MOU and partnership should be developed between Carbon County, the State of Utah, BLM, Forest Service, Division of Wildlife Resources, DOT, Carbon County Travel Bureau, Cities of Price, Wellington, Helper, E. Carbon, Kenilworth, Scofield and any other involved parties to show their commitment to implementing the Trail Plan.

It is preferable to have one group manage the trail system. This way the trails are likely to have a homogeneous look and feel: A comprehensive design, single set of regulations, and consistent level of maintenance along its entire length. A single group can develop a clear vision of how the system should be developed.

It can be difficult to organize such a group without having a part-time trails coordinator. Most agency representatives do not have the time to develop agendas and facilitate multi-agency meetings. It should be Carbon County's responsibility to organize this group.

According to a 1992 survey conducted by the Rails-to-Trails Conservancy, almost 25% of rail-trails are managed at the county level. Generally, if a corridor traverses several localities within one county, it is best managed at the county level. Carbon County Recreation and each of the City's Parks Department may be the logical managing agencies to implement this trail plan. They could organize meetings with the Carbon County Trails Commission so every agency is represented.

Partnerships must be developed for all levels of trail development and maintenance for the following reasons:

- Trail systems across the County need to be planned and linked in a consistent manner.
- Fragile areas be identified and protected from future use impacts.
- Easements and right-of-ways need to be granted to conform to set standards and guidelines.
- User conflicts need to be identified and solved.
- Facilities need to be planned in advance of any demand.

VOLUNTEER EFFORTS

The Carbon County Trails Committee will provide a vehicle for local participation. Citizen involvement needs to be active and consistent. The Trails Committee can enlist help of other volunteers. E.g.: Scouts, National Guard, Lighthouse, Lion's Club, etc.

Citizen Advocacy

split \$

Action Plan

Public Agencies

TRAIL CONSTRUCTION TRAINING PROGRAMS

National Trail Day - American Hiking Society First Saturday in June each year with one million volunteers across the United States working on specific trail projects.

TRAIL SURFACES

Most of the trails are on native soil, mainly clay. These surfaces become very slippery when wet. The exceptions to this are the Helper Parkway which is asphalt and former railroad grades which are graveled.

POSSIBLE SURFACE CONCERNS

Grading

Drainage

Crushed Stone should last 7 to 10 years, although it does require frequent patching and spot repairs, replacement costs approximately \$6 per linear foot.

Asphalt Resurfacing

Overlay the asphalt with a 1.5" topcoat; cost app. \$6 per linear foot (8' wide).

Pothole Repair

CORRIDOR AREA

Remove fallen trees

Tree Trimming/Pruning to Maintain Sight Distances

Prune dense under story growth to promote user safety

Litter Pickup

Graffiti Removal

SIGNAGE

Trailheads

-Replace missing and damaged regulatory and directional signs

Trail Marking

FACILITIES

Install or build restrooms

Clean restrooms and drinking fountains, repair as needed

LONG-TERM IMPLEMENTATION PLAN

To be phased in over Next Twenty Years:

PRICE RIVER PARKWAY from Helper to Price. Also, complete the river parkway from Price to Wellington if this corridor has not already been completed. (See Appendix D for a listing of possible future trails in the Carbon County area).

REGIONAL TRAIL NETWORK

The long-term implementation plan should interconnect Carbon County's Trail System with other trail networks. This could be a challenge for existing transportation routes may prove to be obstacles. These rights-of-way often are difficult to cross because their owners fear the liability associated with public access.

The current railroad tracks are all heavily used. It could be quite expensive to develop a safe crossing for a trail. It probably means building a bridge or tunnel for the trail to travel in.

LIGHTED TRAIL FOR EACH COMMUNITY

The user survey identified the need for a lighted trail just outside Price. This trail would be used in the winter for it gets dark so early. In the summer many people exercise before sunrise or after sunset when the air temperatures are cooler.

Before a lighted trail is designed for each community, another user survey should be completed to see if needs have changed.

MITIGATION

The fact the trails already exist can make them quite valuable. For any major development on public land all trails and routes will be inventoried as part of an Environmental Impact Statement (EIS). One particular project where trail will be affected is the Price Coal bed Methane Field Development. This project is primarily in and around the Price area and covers 290 square miles, on both public and private land in Carbon and Emery Counties. River Gas proposes to drill up to 1,000 wells at a rate of no more than 100 wells per year.

Loss or disturbance of trails is an issue. Particularly when associated with the "de facto" trail system around the Price and Helper area (above Kenilworth and the Woodhill area). Various recreation activities occur on these trails, including: Picnicking, hiking, jogging, horseback riding, motorized ORV, mountain biking and cross-country skiing (Section 3.0, p.3-5, Public Scoping Summary Report). These trails currently form a network that stretches over 100 miles.

This de facto trail system will become the main arteries to the gas fields. Traffic on these roads will increase and the experience will go from roaded natural to an industrial type experience. The trail system could be replaced by the companies by reserving undeveloped corridors and building trails through them. These replacement trails should be out of sight and earshot of any facilities (Bureau of Land Management Staff Report, 9/94).

Some of these routes are used in the Butch Cassidy Blowout, a nationally sanctioned mountain bike race, held annually the first Saturday in June. What will be done to compensate for loss of trails around the community? The Wood Hill/Kenilworth Loop is not the only trail system that would be affected by this gas well development. Directly due west of Price is yet another popular trail system designated in this plan. This is the Gordon Creek/Pinnacle Peak/Consumers Loop. This trail system is a vital link in connecting communities to Forest Service lands.

POSSIBLE MITIGATION MEASURES

For every mile of trail/road altered in any way by CBM, one mile of new trail will be developed by CBM in Carbon County. This includes visually altered scenery, increase in traffic on the particular road/trail and or any development or changes made to the road/trail itself. Carbon County suggested in a letter to the BLM that a good mitigation agreement would require drilling companies consult on trails issues as part of their development process, and be required to provide bypass trails or build new trail segments

where their activities disrupt traditional trails use patterns - and that reclamation requirements remain flexible to future trails opportunities.

The new trail does not necessarily have to be located parallel to the old road/trail. The new road/trail will be designed with input from the Carbon County Trails Committee. All new roads/trails will be built following Carbon County's preset standards and guidelines.

To further complement the new construction there is another action that could be taken. The area known as Pinnacle Peak Flats was formally used by ATVs and dirt bikes. These OHVs can no longer safely ride in their former play area due to the heavy amount of truck traffic. In addition, they do not find the straight, dirt highway desirable places to ride. It would be in their best interest if an OHV playground on State land in T14S R9W S19, S24, S25 or S30 were developed to compensate for this outdoor recreation loss.

RISK MANAGEMENT

Prevention is the best solution to a liability problem. Establish a risk management program to discover problems before anyone is injured and decides to sue.

1. Develop procedures for periodic inspection and maintenance of the trail and facilities.
2. Provide adequate warning of risks.
3. Proper handling of medical emergencies.
4. Document regular, scheduled inspections of trails.

7. MAPS

A two part Carbon County Map features overall trail system locations. The communities are the center of the trail system. The color coded key indicates type of use allowed on each trail.

Pink	-	2-Wheel Drive/Low Clearance Vehicles
Blue	-	4-Wheel Drive/High Clearance
Yellow	-	Motorized/OHV
Red	-	Non-Motorized
Green	-	Non-Mechanized

A more detailed view of each corridor will be provided with the use of USGS 1:24000 scale maps accompanying this plan. Again, each trail is clearly marked and color coded according to it's corresponding use. There is also a trail use key which lists the number of the trail and its name (see p.53, Appendix D).

Also listed in the key:

Any required amenities/support facilities by location

Existing

Proposed

Interpretive Possibilities

Petroglyph Sites

Cultural Heritage/Former Mining Town Locations

It is recommended the County incorporate trails in the transportation coverages being created by the Automated Geographic Reference Center (AGRC). This is the State of Utah's GIS agency and part of the Canyon Country Partnership. This office contains the State Geographic Information Database.

8. RECOMMENDATIONS

MARKETING

Initially we want marketing to increase local awareness of the trail system.

Publicity can be used for the following reasons:

The trail is not completed and needs increased support to get funding and visibility. Ex: Price River Parkway.

Celebrate a grand opening!

A trail is not well known and you want to increase its level of activity.

TRAIL MARKETING TOOLS

Guidebook

Carbon County should develop their own guidebook which could be sold at the local Chamber of Commerce and area information centers. Any profits generated from the sale of these books could be used for trail development/events.

TRAILS ILLUSTRATED can do a map of the trails. There is no fee for their service, but they sell each map for \$6.

BICYCLE UTAH can also develop a brochure for the Trail System.

Newspaper

A spokesperson from the County could write a news release or a regular column in the local newspaper featuring interesting information about newly designated trails.

Posters and Fact Sheets

Hang on bulletin boards at area businesses, places of employment, schools, etc.

Brochure

Eye-catching cover. Should include trail length, uses, regulations, map, managing agency's address and phone number.

Logo Development

CC w/ mountains in top 'C' and a rock castle in the lower 'C'.



"And I took the road less traveled and that made all the difference", by Robert Frost. The road less traveled still exists in Carbon County, the last (any ideas?).

Special Events

Trail tour for donors, press, politicians, etc.

Trail Work Day

Name the Trail Contest

Children's Poster Contest

Opening Ceremony

Trail-athlon Fun Relay

Interpretive Events

Special Features Tour: Petroglyphs and/or former mining towns

WHO DO WE WANT TO MARKET TO

Specific Target Audience

Senior Citizens

Families

OHV Users

Off-Highway Vehicle activity in Utah produces approximately \$180 million in annual resident tourism expenditures. A survey concluded the average age of OHV households is 27 and there are 3.2 members per household. Household income averages \$44,150. 80% are high school graduates, 26% have a college degree.

The wheeled users prefer road, trails and open areas to tracks and courses.

Most users prefer the sport for its scenery, solitude and being outdoors. Users tend to visit less crowded OHV areas

OHVs are family oriented within the sport.

When asked about the need for facilities, users said the most important needs are more open riding areas closer to home, the need for more parking facilities and trailheads, and new trail construction and maintenance (SCORP, 1992. Survey: Business Strategies, Inc., funded by a grant from the Motorcycle Industry Council).

If ATV tourism is desired in any of the communities someone should contact Carma Thomas of the Sevier Travel Council, at 1-800-662-8898 or 896-8898. Re: Information on how the Paiute ATV Trail was developed and managed. It involves a partnership between counties, communities and government agencies. The trail has special events to attract additional tourists. Another added plus to this trail system is ATVs have direct access into the communities for facilities/services. This was accomplished by the communities passing special ordinances for ATV use (see p.53, Appendix E).

Programs to reduce conflict between motorized and non-motorized users should also be developed. Trail user groups should be informed that all trails are not suitable for all uses. This may be due to trail design, location, user conflicts, trail popularity, safety concerns or the impacts of use on the environment. There could also be conflicts between users and resources. This is true with wildlife and critical habitat, such as big game ranges.

RS 2477

Most of the dirt roads in Carbon County have been mapped as RS2477 roads. From the public's point of view this means there should be no locked gates and they should have access to that particular road or right-of-way. In order for the County to fully claim the road they would have to assert and affirm existing roadways from the current owners.

UTAH DEPARTMENT OF TRANSPORTATION AND RAILROAD CROSSINGS

Trail crossings must be addressed with each specific agency involved. In order to link county/regional trail systems together recreationists must be able to cross highways, railroads and side streets. Where trails intersect roads/railroads: there must be crosswalks and crossing signs at specific locations. For cars there should be 4 signs on the road: 2 signs at a predetermined distance (based upon speed) before the crosswalk in each direction, and 2 signs at the crosswalk. The crossing must be made as safe as possible.

There should be 4 signs on the trail, road or railroad: 2 before the crosswalk in each direction and one at the crossing in each direction.

SIGNAGE

Increased usage will force land managers to improve signing and mapping standards to ease with identification and regulations of trails, and open areas.

Designating Geographic Location:
Erect Mileposts and Signs with Place Names

The Huntington and Eccles Canyon Scenic Byways Interpretive Plan will have highway turnouts with signs designed by Consortium West, a consulting firm based in Salt Lake. To maintain consistency with these signs trailheads on the Price Ranger District will also have similarly constructed signs. The trailheads are: Castle Valley Ridge, Fish Creek National Recreation Trail and Forks of Huntington National Recreation Trail. These are the only trails which are currently designated in &/or near Carbon County.

The signs are made of a heavy duty type metal which is both attractive, durable and virtually vandal proof. The signs are a black background/gold foreground.

The small signs, approximately 12" x 12", costs \$100+
The large sign with graphics, 18" x 24", costs \$500

One of the small signs should be placed at each trailhead with the trail's name, CC logo, a rating of difficulty and mileage.

One of the large sign(s) should be placed in each community's main city park/trailhead.

MULTIPLE-USE

Regarding the uses on the trails listed above, each use is designated at the start of each trail with the universal trail symbols placed on carsonite signposts.

Another suggestion is to list the regulation "wheels yield to heels" and "motors yield to both wheels and heels."



It is also recommended difficulty levels be listed at trailheads for each possible use on that particular trail system. For example: Easiest, More Difficult, Most Difficult.

ZONING AND SUBDIVISION ORDINANCES((Talk w/CC re: a general advisory statement))

NEEDED FACILITIES

Place a couple Lean-tos/ramadas on the Kenilworth/Airport Loops as shade shelters.

Open restrooms, drinking fountains, map boards and bicycle racks located at City Parks in Helper, Price and Wellington in conjunction with Travel Bureau plans for future kiosk placement.

GOALS, STRATEGIES, PRIORITIES

Development of motorized trails through the use of gas tax monies.

Sponsor More Organized Events

Ideas:

National Trails Day 1996 (normally the first Saturday in June). Organize local community service groups to work on marking and signage of Wood Hill/Kenilworth Loop. Have organized community-wide hikes and rides on trail system. For further information contact: American Hiking Society, P0 Box 20160, Washington, DC 20041-2160. Tele: 703-255-9304, Fax: 703-255-9308 (apply early!).

Centennial of the Castle Gate holdup of the Pleasant Valley Coal Company Payroll. April 21, 1997. Trail ride from Castle Gate Mine, located at the bottom of Price Canyon to Robber's Roost, located SE of Hanksville. Can be multiple-use festival with different activities available each day.

SHORT-TERM IMPLEMENTATION PLAN

To be phased in over the next five years

What specific trail systems should we invest in?

County-wide community connection via trail system

Keep working towards completion of Price River Parkway

Designate Wood Hill/Kenilworth Loop

Obtain access/easement on RR grade from Kenilworth to Helper

Designate both the High Clearance Gordon Creek/Pinnacle Peak Loop (large loop) and the motorized Railroad Trestle Loop (small loop).

Bicycle lane alongside Spring Glen Rd, Old Carbonville Rd. and Old Wellington Rd. to aid in safer travel for pedestrians and bicyclists until the Price River Parkway is completed.

The following criteria are pertinent to the Carbon County Trail Plan. They are a list of the issues the process has tried to address.

****ACTION PLAN****

- *Appendix Trail Plan in County Transportation Master Plan and County Recreation Master Plan
- *Decide Who Will be Responsible for Implementing Action Plan
- *Obtain More Local Support
- *Apply for Grants
- *Develop Partnership
- *Develop Carbon County wide Trail, A Community-wide Link
- *Meet Community Needs
- *Ensure Mitigation Projects are Implemented
- *Initiate Risk Management Plan
- *Develop Corridors Connecting Communities to Public Land
- *Enhance Community Pride in Trail System
- *Develop/Improve All Facilities to Accommodate Visitors
- *Ensure There's Adequate Infrastructure to Handle Increase in Use
- *Market Trail System to Tourists with Brochure and Other Publicity
- *Monitor, Evaluate, Make Revisions

GOALS AND OBJECTIVES

Issue #1. Provide funding sources for trail development and maintenance.

Goal: Utilize outdoor recreation resources with efficient and effective applications to meet critical needs within Carbon County.

Action: Increase partnerships to encourage joint-use facility development and operation. Improve interagency coordination for planning, management programs, data sharing and funding.

Explore feasibility of tax breaks, resource trusts, and donation incentives.

Issue #2. Trail System Development.

Goal: Design designated trail system with signed trails, trailheads and facilities.

Action: Recruit paid supervisor and workers and/or volunteers to lay out trails on ground. This would include building* and clearing trail to specific guidelines, marking, signing and mapping.
*building if necessary. Most routes identified in this plan currently exist on the ground.

Based on user preference trails systems should be designated in the following order:

1. Woodhill/Kenilworth/Helper Loop
2. Wellington to Price Corridor
3. Gordon Creek to Consumers Loop
4. National to Scofield Corridor

Trail design may also include: Trailheads, erosion protection, revegetation, surfacing for accessibility purposes, placing natural barriers in strategic locations, interpretive stations, etc.

Issue #3.Tourism and * Development via Outdoor Recreation Activities

Goal: Adequately plan for possible impacts of tourism in Carbon County.

Action: Develop Tourism Master Plan and Tourism Marketing Strategy. Appropriate adequate funds to develop and/or rehabilitate infrastructure such as recreation areas/parks, attractions and access.

Issue #4.Resource Management

Goal: Protect resources, historic and prehistoric sites.

Action: Develop educational programs for the public so they will know the importance of these areas. Have an official “presence” on the trails to help enforce trail regulations.

Issue #5.Plan for and overcome multiple-use trail conflicts.

Goal: Forecast increased usage and possible conflicts before they become a deterrent to trail usage.

Action: Develop a single track trail for non-motorized use parallel to existing motorized roadways/trails.

POSSIBLE FUTURE TRENDS

Trail In-Line Skating

Dirt Skiing

FOR MORE LOCAL INFORMATION CONTACT:

Bureau of Land Management
900 N 700 E
Price, UT 84501
801-637-4584.

Carbon County Future
Courthouse Building
Price, UT 84501
801-637-4700

Carbon County Travel Council
Courthouse Building
Price, UT 84501
801-637-4700

State of Utah
Division of Wildlife Resources
455 W. Railroad Ave
Price, UT 84501
801-637-3310

Manti-LaSal National Forest
Price Ranger District
599 W. Price River Dr.
Price, UT 84501
801-637-2817

FOR FURTHER GENERAL TRAIL INFORMATION CONTACT OR REFER TO:

AASHTO Task Force on Geometric Design
Department of Transportation
Order by calling: 202-624-5000.

Troy Duffin
Director Mountain Trails Foundation
649-6839.

Greg Montgomery
East Bench Trails Committee
629-8930.

Mark Wilson
Uinta Mountain Club Trails Coalition President
889-3759 / 225-1292

APPENDIX A

ISSUES IDENTIFIED BY THE STATE TRAILS COORDINATOR IN PRICE

Access to Public Lands (Secure, improved, safe and convenient)
People Don't Know About the Trails

Funds for Trail Maintenance (Must be priority)
Volunteers will work, but not longterm

Historic Preservation

Wildlife, Wetlands

Greenways, Rails to Trails

Vandalism

Trail Etiquette and Safety/Improve the Public's Knowledge and Explain the Benefits.

Educate Regarding Impacts of Use

Landowner's Concerns

Liability, Landowner Liability Statutes

Learn "No Fee, No Hazard", put Additional Teeth Into Local Laws.

Ex: Interpretive Signs Stressing User Cooperation and Environmental Ethics Would be Helpful

Land Use Planning/Zoning (Requiring developers to create easements for development of trails)

Volunteer Programs (User groups, s.a. Adopt-a-trail)

Distances between motorized and nonmotorized

Long distance trails

Riverway connecting Helper to Price and Wellington

More Support Facilities at Trailheads

More Trails for the Disabled, Elderly, Young Families

How to Develop Trails, who to Contact

ATV's driven off trails are a problem

Motorized trail users want to go longer distances than current trail systems allow.

More ATV, dirt bike and mountain bicycle trails

There are 1,033 registered ATV owners in Carbon County. This amounts to \$13,000 annually in registration fees.

Why do we have different Land uses? Resource, wildlife. Ex: Forest Service

Travel Plan for motorized vehicles.

REASONS IDENTIFIED BY THE TRAILS COMMISSION FOR IMPROVING TRAIL CONDITIONS IN CARBON COUNTY

Increased usage by local citizens

Community development and quality of life.

Outdoor recreation is a component of “leisure”, the quality aspect of life, which we do in addition to surviving and making a living. It includes education, scientific inquiry, tourism, recreation, personal enrichment and social interaction. Outdoor recreation is an important economic, social, psychological, aesthetic and physical aspect of our lifestyle.

Volunteer Programs (User groups, Adopt-a-trail)

Increased usage by visitors from outside the local area

Preservation of trail systems

Funding is currently available

Improve/enhance trail experiences

Consider Recreation Opportunity Spectrum (ROS) levels

Opportunity to Develop Trail Information

There is currently little information available regarding trails in Carbon County. Trails must be marked and coinciding brochures and maps must be developed.

Potential Increased Local Recreational Use

Potential New or expanded Formal Events

Potential for Increased Tourism/Outside User Demand

Outfitter Guides

ex: Chuck Nichols Expeditions, Moab. Low impact mountain biking experiences

Who are these trails for?

Access for everyone. Have trails available that meet Americans Disabilities Act (ADA) Standards, the trails must be at least 5' wide with a gentle slope (less than with 5%).

What is the desired future condition for trails in Carbon County?

Accommodate a variety of uses and users providing access from the communities for recreationists with limited time.

Initially, we need local support. Trails are an essential part of the community. They can enhance community growth and quality of life. Meanwhile, our economy could be benefiting from new dollars if we “captured” more people for events, more traffic off the highway and were able to keep these visitors overnight.

How can we accomplish the above?

Host more organized events to boast community support and pride.

Highlight the top four to six trails in various user categories (brochure or guidebook).

Coordinate trail use with the Carbon County Travel Council and area information centers.

APPENDIX B

TRAILS PLAN QUESTIONNAIRE

Carbon County is currently in the process of identifying trails and associated use issues. Please answer the following questions by circling the appropriate letter to the left of each answer.

Do you use trails in Carbon County? a. Yes b. No

If NO, why don't you use the trails?

Are there improvements to the trails that would motivate you to use the trails? Thank you for your time you are finished with the survey.

If YES, how often?

- a. 2 or more times per week
- b. Once a week

- c. Once or twice per month
- d. A few times per year

What type of activities do you use the trails for?

Circle ALL that apply:

- a. 4 wheel driving, jeep tours
- b. Snowmobiling
- c. ATV/Dirt Biking
- d. Mountain Biking

- e. Horseback Riding
- f. Hiking/Jogging
- g. Cross Country Skiing/Snow shoeing
- h. Other

Which trails do you use most often? Give geographic location if the trail has no name. Why?

Approximately how long is your average trip?

- a. Overnight on the trail
- b. All day (at least 6 hours)
- c. 3 -6hours
- d. 1- 3hours
- e. Less than 1 hour

Is there a place where you feel a trail should be developed or improved? Where is it? Why?

Is it personally important to you and your family to have a lighted trail located on the edge of town for walking, jogging, biking?

- a. Yes
- b. No

If you answered yes to the above question, please circle the answer below that best describes your use.

- a. Everyday
- b. 3x week
- c. Weekly
- d. Monthly
- e. Seldom

Thank you very much for taking the time to fill out this survey!!

Please write additional comments on the back side of this page or call Barb Keleher at the Forest Service Office, 637-2817.

APPENDIX C

TRAILS PLAN QUESTIONNAIRE RESULTS

Date: February 8, 1995

QUESTION #1

Do you use trails in Carbon County?

Number of
Respondents
48
6

Answer
Yes
No

(Of the 6 respondents who answered "no", 4 indicated they use trails in other areas)

QUESTION #2

If yes, how often?

20	2 or more times per week
12	Once a week
9	Once or twice per month
4	A few times per year
9	No response

QUESTION #3

What type of activities do you use the trails for?

28	4 wheel driving, jeep tours
18	Snowmobiling
24	ATV/Dirt biking
27	Mountain Biking
12	Horseback Riding
27	Hiking/Jogging
18	Cross Country Skiing/Snow shoeing
6	Other (this includes hunting, fishing, shooting)
2	No Response

Grouped answers to the above question:

12	Respondent participates in only motorized activities
14	Respondent participates in only nonmotorized activities
26	Respondent participates in both motorized and nonmotorized activities

QUESTION #4

Which trails do you use most often, and why?

The following trail systems are listed in order from most frequently mentioned to least frequently mentioned.

17	Kenilworth Loop/Wood Hill
5	Castle Valley Ridge
4	Scofield
3	Airport Area
3	Consumers to Pinnacle Area
3	Snowmobile and ATV Trails
2	All
2	Desert
2	Emery County
2	Cordon Creek
2	Nine Mile Canyon
2	Skyline Drive
2	Spring Canyon
1	Four Wheel Roads
1	Left Fork of Huntington

1	Lower Fish Creek
1	Mounds
1	Swell
1	West of Fairgrounds
1	White River
13	No Response

Additional Comments to the above answers:

Other Comments without specific trail identification:

Indian Art
 Serious lack of trails
 All need good improvement

Woodhill/Airport Trail System:

I walk my dog there every morning
 Close, easy access
 Those are the only trails I know

Consumers Rd/Pinnacle Peak Trail System:

Easy to get to from home

QUESTION #5

Approximately how long is your average trip?

6	Overnight on the trail
18	All day (at least 6 hours)
12	3 to 6 hours
13	1 to 3 hours
3	less than 1 hour
2	no response

QUESTION #6

Is there a place where you feel a trail should be developed or improved?

7	Woodhill/Airport
6	Gordon Creek, Wildlife Watching
5	Helper Parkway along River to Price and Wellington
2	Consumers Rd to Pinnacle Peak, beautiful area
2	Existing Trails improved, no new trails developed
2	Helper to Kenilworth
2	Improve access to public land
2	Wellington to Kenilworth
1	Clear Creek
1	Coal Creek Canyon
1	Indian Canyon Ridge to Willow Creek (ATV access)
1	Price to Skyline Drive (motorized)
1	Scofield Area
1	Spring Canyon
1	We need single track or multi-use trails for all vehicles except cars, jeeps, etc.

QUESTION #7

Is it personally important to you and your family to have a lighted trail located on the edge of town for walking, jogging biking?

29	Yes
21	No

If the responder answered yes to the above question, the answers listed below best describe anticipated use of a lighted trail near one of the communities:

9	Everyday
11	3x per week
6	Weekly
3	Monthly

ADDITIONAL COMMENTS:

1. There are so many existing trails and primitive roads that are underused by recreationists that I believe there is no need for new trails. Building new trails would encroach into unroaded areas and open them to human activity and erosion. There is already a problem with redundant trails and roads systems and encroachment into wildlife habitat. I would like to see some existing trails such as the Price River trail improved.
2. The old railroad bed that starts in Helper and goes to Kenilworth could be developed and at Kenilworth it could join a variety of other trails that could take you to Spring Glen, Price and possibly Wellington. This would make a fine ATV trail for us old farts that can't walk anymore. (**Accessibility**).
3. As far as it being personally important to have a lighted trail around town, it is hard to say as we have no trail at all. What kind of question is that? This county needs to take a look at what land use is being denied to the public because of a handful of landowners. I respect the locked gate, but not for the purpose of having public land locked up. This is a land use issue that needs to be addressed not ignored. Isn't hunting and fishing an outdoor activity?

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